The Hong Kong Daily Press.

No 4379 九十七百三千四第 一日六初月十唐 年未辛治同 HONGKONG, SATURDAY, 18TH NOVEMBER, 1871. 六拜禮 號八十月一十英 港香 [PRICE $2½ PER MONTH

Arrivals.

Nov. 16, PETER JOYNSON, Brit. ship, 958, Watson, Yokohama Oct. 31st, 24,528 piculs Rice.—GIBB, LIVINGSTON & Co.

Nov. 17, JOHANN SMIDT, North Ger. bk., 400, Hagemann, Saigon October 13th, 9,600 piculs Rice.—BOURJAU, HUBENER & Co.

Nov. 17, MARY BLAIR, Brit. 3-m. sch., 328, Carson, Sydney 3rd October, 500 tons Coal.—JOHN BURD & Co.

Nov. 17, REBECCA, North Ger. bg., 266, Schopper, from Whampoa.—WM. PUSTAU & Co.

Nov. 17, FRIEDRICH, North Ger. bg., 226, Tütien, Chinkiang 7th Nov., Rice.—BOURJAU, HUBENER & Co.

Nov. 17, LIZZIE, North Ger. bk., 314, Otzen, Saigon 13th October, Rice.—ARNHOLD, KARBERG & Co.

Departures.

Nov. 17, ELLORA, str., for Yokohama.
Nov. 17, MADRAS, str., for Shanghai.
Nov. 17, LINGA, for Macao.
Nov. 17, TAFFARETTE, for Havre.
Nov. 17, IMOGEN, for Saigon.
Nov. 17, CAP-SING-MOON, for Saigon.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, 17TH NOVEMBER.

Lorelei, for Bangkok.
Naiad, for Sourabaya.

Passengers.

None.

Reports.

The British ship *Peter Joynson* reports left Yokohama on 31st October, had light Northerly winds and calms on the Coast of Japan, as far as the Bashee Channel; from thence strong Northerly gales with heavy sea up to the 15th instant, after which moderate till arrival.

The North German bark *Johann Smidt* reports left Saigon on 13th October, had light N.E. winds as far as lat. 19.30 N., long. 114 E.; from thence experienced strong N.E. monsoon with heavy cross sea until the night before arrival, when it moderated.

The British 3-masted schooner *Mary Blair* reports left Sydney on 3rd October, experienced a heavy gale from the S.W. with heavy sea after leaving, which lasted two days, then had moderate and fine weather with variable winds; crossed the Equator on 22nd October in long. 157 E., from thence to the Bashee Channel fine weather, after which experienced strong N.E. monsoon with heavy sea, till arrival; 44 days out.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	From.	Dates.
Sea Belle	London	June 7
Deerfoot	Shields	June 11
Cecrops	Cardiff	June 29
Johanna & Willem	Amsterdam	June 30
Aline	Hamburg	July 2
Canton	Hamburg	July 4
Bombay	London	July 29
Meteor	Newport	July 30
Sardis	Penarth	Aug. 1
Therese	Hamburg	Aug. 2
Lochbulig	Aberdeen	Aug. 4
Isles of the South	London	Aug. 11
Walsgrif	London	Sept. 1
S.K. der Nerlanden	Rotterdam	Sept. 1
Mathilda Atheling	Cardiff	Sept. 6
Northfleet	London	Sept. 14
R. C. Rickmers	Cardiff	Sept. 14
Danube (s)	London	Sept. 16
Dioscuren	Hamburg	Sept. 17
Hai-loong (s)	Aberdeen	Sept. 19
Canaan	London	Sept. 21
Glendarroch (s)	London	Sept. 26
Dr. Petermann	London	Sept. 26
Laura	Newcastle	Sept. 27
James Lister	Cardiff	Sept. 27
Hydra	Swansea	Sept. 29
Achilles (s)	Liverpool	Sept. 29
Ingeborg	Hartlepool	Sept. 30

Auction Sale To-day.

LAMMERT, ATKINSON & Co.
Sugar, Tobacco, &c.

STEAM YACHT *EARLY BIRD*.

THE above Vessel is open to hire for EXCURSION TRIPS.
For Terms, apply to
J. S. HOOK, SON & Co.
1m 1832 Hongkong, 25th October, 1871.

NOTICE.

A LECTURE on JOHN KNOX will be delivered by the Rev. DR. LEGGE, in Union Church, at 9 o'clock P.M. on WEDNESDAY, the 29th current, being the eve of St. Andrew's Day.
1915 Hongkong, 7th November, 1871.

OAKEY and SON'S EMERY and BLACK LEAD MILLS, BLACKFRIARS ROAD, LONDON, ENGLAND.

OAKEY'S WELLINGTON KNIFE POLISH. Packets, 3d. each; tins, 6d., 1s., 2s. 6d., and 4s. each.

OAKEY'S INDIA RUBBER KNIFE BOARDS, from 1s. 6d. each.

OAKEY'S SILVERSMITHS' SOAP (NON-MERCURIAL), For Cleaning and Polishing Silver, Electro-plate, Plate Glass, Marble, &c. Tablets, 6d. each.

OAKEY'S GENUINE EMERY, GRAIN AND FLOUR.

OAKEY'S EMERY AND GLASS CLOTH.

OAKEY'S CABINET GLASS PAPER, BLACK LEAD, &c.

OAKEY'S GOODS SOLD EVERYWHERE by Ironmongers, Grocers, Oilmen, Brushmakers, Druggists, &c. [1987 1y N18

THE LONDON ASSURANCE, INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000 on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1927 Hongkong, 1st November, 1870.

SAIL MAKING.

WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in *Duddell Street*, and solicits the patronage of the Public.
He has on hand a fine assortment of 8 and 10 ounce RAVINS DUCK, suitable for Boat Sails or Awnings.
tf 858 Hongkong, 30th April, 1869.

NOTICE.

THE undersigned are prepared to SUPPLY STEAMERS with good CARDIFF COAL at $12 per Ton, delivered alongside.
TAN KEN SENG & BROS.
tf 1470 Saigon, August, 1871.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL—5,000,000 of Dollars.

Court of Directors:—
Chairman—HON. R. ROWETT.
Deputy Chairman—T. PYKE, Esq.
E. R. Belilios, Esq. — Julius Menke, Esq.
A. Joost, Esq. — S. D. Sassoon, Esq.
Wm. Lemann, Esq. — G. F. Weller, Esq.
E. Melchers, Esq.

Managers;—
Hongkong—James Greig, Esq., Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 1062] Hongkong, 9th September, 1871.

GERMAN BANK OF LONDON (Limited).

DIRECTORS.
GEORGE ALBRECHT, Bremen.
EDWARD HENRY GREEN, London.
CARL KLOTZ, Frankfort-on-the-Main.
VICTOR FREIHERR VON MAGNUS, Berlin.
JULIUS MAY, Frankfort-on-the-Main.
ADOLPH VOM RATH, Cologne.
CHARLES FERDINAND RODEWALD, London.
FREDERICK RODEWALD, London.
THOMAS SELLAR, London.
RUDOLPH SULZBACH, Frankfort-on-the-Main.
L. JOSEPH SPEYER, Frankfort-on-the-Main.

Managing Director—OTTO NESTLE.
Assistant Manager—LEOPOLD BONN.
Auditor—GEORGE THOMAS BROOKING.
Bankers—THE LONDON JOINT STOCK BANK, LONDON.

The Capital of the German Bank of London, Limited, is £2,000,000, divided into 200,000 Shares of £10 each: of which 60,000 Shares, representing a capital of £600,000, have been issued, subscribed for, and allotted, and are intended to be fully paid up within six months.
The Bank is established in London, and has no branches on the Continent or abroad. It is now prepared to open business, to negotiate approved securities, and generally to attend to transactions appertaining to Foreign banking business.
Bartholomew House, Bartholomew-lane, London, E.C., April, 1871. [6m 1070 June 24

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

REDUCTION IN RATES ON CHINESE RISKS.

ON and after the 15th instant, the minimum rate for the insurance against Fire of Chinese Premises in this Colony will be reduced to Two per cent. per annum.
JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
tf 1997 Hongkong, 14th November, 1870.

CONSULAT DE FRANCE A HONGKONG

DES Soumissions cachetées pour la Fourniture de la FARINE DE FROMENT à effectuer à Saigon, pendant l'année 1872-73, pour le service des Subsistances de la Marine, seront reçues au Consulat de France jusqu' au 15 Décembre 1871 à 4 P.M. Il sera donné communication du cahier des charges relatif à l'adjudication en la Chancellerie tous les jours de 1 à 2 heures.
Le Gérant du Consulat,
CHS. L. DE LA FOREST.
Hongkong, 28th September, 1871.

FRENCH CONSULATE, HONGKONG.

SEALED TENDERS for the supply of WHEAT FLOUR, to be delivered at Saigon in the course of the year 1872-73 for the Commissariat of the Navy, will be received at the French Consulate up to 4 P.M. of the 15th December. Particulars as to the list of conditions on which the adjudication will be based, will be communicated at the Chancellor's Office, from 1 to 2 P.M. every day.
CH. L. DE LA FOREST,
Acting French Consul.
1662 Hongkong, 28th September, 1871.

FOR SALE, by private contract, the Three first-class GODOWNS situate on Inland lot No. 73, opposite the premises formerly occupied by Messrs. FLETCHER & Co.
For particulars, &c., apply to
TURNER & Co.
tf 534 Hongkong, 29th March, 1871.

NOTICE.

ESTATE OF WILLIAM BALFOUR KINNEAR, Esq., *Deceased.*

ALL persons having claims against the Estate of the late WM. B. KINNEAR, late of Foochow, deceased, are requested to send particulars thereof to the Undersigned, on or before the 1st October next, otherwise such claim will not be admitted. All persons indebted to, or holding funds or property of, the said WM. B. KINNEAR, are requested to communicate as soon as possible with the undersigned.
HENRY LOWCOCK,
Attorney for GEORGE THOMAS KINNEAR, *Sole Executor.*
tf 1454 Hongkong, 26th August, 1871.

RECEIVED by the French Mail *Tigre*:—
French BOOTS.
Gentlemen's SOCKS.
Men's COLLARS.
Black and Colored SCARVES and NECK-TIES.
A Great assortment of French GOODS, by every French Mail, at
A. R. MARTY,
Successor of M. VISE & Co.
1m 1982 Hongkong, 16th November, 1871.

E. R. HANDLEY,
HOUSE AND SHIP PLUMBER, COPPER SMITH, BRASS FOUNDER AND GAS FITTER.
(LATE PATERSON & HANDLEY),
70 *F. Praya West*;
Next to the P. & O. Coal Stores,
tf 1681] HONGKONG. [Sept. 15

HAWKINS'S HORSE REPOSITORY,
Rear of Murray Barracks, Hongkong.
HORSES received on LIVERY.
Horses BROKEN to Harness.
HORSES, PONIES, HARNESS and CARRIAGES, for Sale. *Also,*
Best quality of HAY, OATS, GRAM, BARLEY, and Indian CORN, for Sale.
HORSES and CARRIAGES for Hire.
PONIES do. do. do.
HORSE SHOEING on the most improved principles, under his own superintendence.
T. E. HAWKINS.
(Late Farrier-Major, Bengal Horse Artillery).
N.B.—All Diseases of the Horse attended to.
tf 359 Hongkong, 11th August, 1871.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

Notices of Firms.

MR. CECIL GEORGE TATHAM is authorized to sign our firm per procuration at Foochow from this date.
HOLLIDAY, WISE & Co.
1m 1956 Hongkong, 11th November, 1871.

NOTICE.

DURING my temporary absence Mr. WM. MATHISEN will sign my name per procuration.
FREDERIC DEGENAER.
tf 1909 Hongkong, 5th November, 1871.

NOTICE.

THE business hitherto carried on at this place under the style of HAUSCHILD & SÖRNSEN having been amalgamated with our own, both Mr. L. HAUSCHILD and Mr. F. SÖRNSEN have this day been admitted partners in our firm, which in future will consist of
MR. WM. G. HALE.
" J. G. CASWELL.
" L. HAUSCHILD.
" F. SÖRNSEN.
WM. G. HALE & Co.
tf 1744 Saigon, 1st October, 1871.

MR. THOMAS PICKERING DROWN is a partner in my business from this day, which will in future be conducted under the Style or Firm of E. VINCENT & Co.
E. VINCENT.
tf 1676 Swatow, 2nd October, 1871.

THE interest and responsibility of Mr. J. DEFRIES in our firm ceased from this date.
E. ESTARICO & Co.
tf 1553 Hongkong, 1st September, 1871.

NOTICE.

MR. WILLIAM HENRY MOORE and MR. OTTO FRIEDRICH, have this day been admitted partners in our firm.
LAMMERT, ATKINSON & Co.
tf 1258 Hongkong, 30th June, 1870.

NOTICE.

MR. WILLIAM ABBOTT TURNBULL is authorised to sign our firm from this date.
BIRLEY, WORTHINGTON & Co.
tf 829 Shanghai, 1st May, 1871.

THE interest and responsibility of Mr. J. A. KOCK in our firm, ceased on the 28th of July by mutual consent, and we shall carry on our business, as hitherto, under the same style.
J. SMITH & Co.
tf 1420 Chefoo, 6th August, 1871.

THE Undersigned having this day entered into partnership as Merchants and Commission Agents, will conduct their business under the name and style of NORTON, LYALL & Co.
EDWARD NORTON.
ROBERT LYALL.
tf 1 Hongkong, 1st January, 1871.

REGATTA HOLIDAYS.

THE undermentioned Banks will be closed from WEDNESDAY, the 22nd, at 12 o'clock, till FRIDAY MORNING, the 24th instant, at 10 o'clock.
Hongkong, 13th November, 1871.
For the ORIENTAL BANK CORPORATION,
J. McDOUALL,
Manager, Hongkong.
For the CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA,
E. ARTHUR,
Manager, Hongkong.
For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
M. W. BOYD,
Acting Manager, Hongkong.
For the COMPTOIR D'ESCOMPTE DE PARIS, HONGKONG AGENCY,
E. MADOIR MONTJOY,
Acting Manager.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
JAMES GREIG,
Chief Manager.
For the NATIONAL BANK OF INDIA, LIMITED,
JAS. CAMPBELL,
Acting Manager.
For the AGRA BANK, LIMITED,
H. HUGHES,
8d 1963 *Manager, Hongkong.*

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [tf 38

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1870.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a List of their contributions for the year ending 31st December last, in order that the distribution of 20 % of the nett profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
tf 1310 Hongkong, 1st August, 1871.

FORGERY!!!

THE public are hereby informed that forgeries have recently been discovered of the old notes of the HONGKONG AND SHANGHAI BANKING *Company Limited*, and all holders of such notes are invited to present them forthwith at the Bank office for encashment.
There is no reason to believe that any of the notes issued by the HONGKONG AND SHANGHAI *Banking Corporation* have been tampered with, as such precautions were taken in their manufacture as to render any attempt at a forgery most easy of detection.
Any information which may lead to the discovery and conviction of the parties concerned in the forgery will be liberally rewarded, and any communication likely to lead to such a result will be gladly received by the undersigned, or Mr. EDMUND SHARP, the Solicitor for the Corporation.
JAMES GREIG,
Acting Chief Manager,
Hongkong and Shanghai Banking Corporation.
1m 1953 Hongkong, 21st March, 1871.

WANTED.

A SITUATION in a Mercantile Office or Bank at any of the Ports of China, Shanghai or Yokohama preferable, by one who has great experience as a Book-keeper; writes a good hand, and can undertake corresponding on business matters.
Apply to E. V. C., care of the Editor of the *Daily Press.*
tf 1708 Hongkong, 6th October, 1871.

EDUCATION IN GERMANY.
FRANKFORT-MAYNE.
PRINCIPAL—DR. LOUIS GEISOW.
Assisted by 18 duly qualified teachers, who reside on the premises.
THIS establishment works under the supervision of the Prussian Ministry of Public Instruction.
Young gentlemen between six and eighteen years prepared for the universities, Civil and Military Services, and Commercial Pursuits. For prospectus, stating terms and giving full particulars, apply at the Office of this Paper. [1m 1799.

NOTICE

MESSRS. L. FRICKEL & CO, TEMPORARY ENTRANCE
tf 1686] *ON THE PRAYA.* [Sept. 30

Auctions.

PUBLIC AUCTION.

LAMMERT, ATKINSON & Co. have received instructions to sell by Public Auction,
THIS DAY,
18th November, 1871, at 11 o'clock A.M.
At Messrs. LANDSTEIN & Co.'s Godowns, (Wanchai No. 53),—
(For account of the concerned),
TCS ...... 278 Bags SUGAR.
PK ...... 143 " do.
JWL, in dia. 42 " do.
" 2
" 1 ...... 5 " do.
KLS ...... 206 " do.
S&W ...... 43 Cases TOBACCO.
L&W in dia. 4 " do.
AB " 14 Bales dried FLOWERS.
" " 1 " SHAVING WOOD.
P " 23 Cases TOBACCO.
B ...... 1 " GLASSWARE.
" ...... 1 " MIRRORS.
" ...... 1 " CHINAWARE.
A ...... 1 " COUNTERBOARD.
" ...... 5 " MIRRORS.
E ...... 1 " CHINAWARE.
" ...... 1 " Brass BUTTONS.
" ...... 3 bundles Feather DUSTERS.
M ...... 3 Cases MIRRORS.
" ...... 1 bundle BRUSHES.
" ...... 2 Cases Brass BUTTONS.
LDO ...... 8 " TOBACCO.
JWL, in dia. 1 " Brass LAMPS.
A PH in dia. 3 " Cotton THREAD.
AC in heart, 3 Packages dried FLOWERS.
(All more or less Damaged by Sea Water),
Ex German Brigantine "Formosa."
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
1978 Hongkong, 16th November, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on
MONDAY,
the 20th instant, at noon,
At the Godowns of Messrs. GIBB, LIVINGSTON & Co.,—
(On account of the concerned,)
190 Packages TEA,
Ex "City of Aberdeen."
(All more or less Damaged by Sea Water).
Catalogues will be issued on the morning of the day of sale, and can be had on application.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
W. K. HUGHES,
Auctioneer.
1995 Hongkong, 18th November, 1871.

GENERAL WEEKLY SALE.

H. JURGENS & Co. will sell by Public Auction, on
MONDAY,
the 20th November, 1871, at their Sales Room, Queen's Road, at noon,—
Woollen GLOVES and MITTS, Woollen JACKETS and SCARFS, Children's HATS, TWEED, White FLANNEL, Silk UMBRELLAS, Tooth BRUSHES, Yellow SOAP, BEEF, PORK, OLD TOM, BEER, BRANDY, MUSTARD, &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
1985 Hongkong, 17th November, 1871.

NIGHT AUCTION.

DA SILVA & Co. will sell by Public Auction, at their Sales Rooms, Queen's Road, (Ground Floor of the Hongkong Hotel), on
MONDAY NIGHT,
the 20th November, 1871, at 8.30 P.M.,—
A great variety of Beautiful ORNAMENTS, STATUETTES, Flower VASES, and a good selection of JAPANESE WARE, &c., &c., &c.
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7.
1992 Hongkong, 18th November, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on
TUESDAY,
the 21st day of November, 1871, at No. 2, Arbuthnot Road, at noon, (The property of a gentleman removing from his residence),—
The whole of his HOUSEHOLD FURNITURE, comprising; COUCHES, CHAIRS, TABLES, ENGRAVINGS, CARPETS, RUGS, MIRRORS, LAMPS, DESK, Dining TABLE, WHATNOT, SIDEBOARD, BEDSTEAD, WARDROBE, Chest of DRAWERS, Book CASE, CROCKERY and GLASS WARE, PLATED WARE, CUTLERY, &c., &c.
Catalogue will be issued, and the whole will be on view on and after Monday, the 20th inst.
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
1963 Hongkong, 18th November, 1871.

NOTICE.

PUBLIC AUCTION.

THE 3-masted British Schooner "*RANTIPOLE*," 183 Tons Register, will be sold by Public Auction on the 25th instant, as she now lies in the harbour at Amoy.
BROWN & Co.
18d 1963 Amoy, 9th November, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions from R. F. HAWKE, Esq., Acting Naval Storekeeper, to sell by Public Auction, at the Naval Yard, on
FRIDAY,
the 1st of December, 1871, at 11 A.M.,—
H. M. Gun Boat
"*STARLING.*"
One Anchor and Chain to be sold with the vessel.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Government Auctioneer.
1988 Hongkong, 3rd November, 1871.

PUBLIC AUCTION.

MR. E. WALLACE has received instructions from the agents of the owners, to sell by Public Auction, (unless previously disposed of by Private Contract,) on
THURSDAY,
14th *December*, 1871.
At No. 23, Water Street, Yokohama,—
The British Screw Steamer
"*CHIEFTAIN,*"
(late H.B.M. Steam Corvette *Mutine*,) of 882 Tons Builders' Measurement, as she now lies in the port of Yokohama, with Engines, (two of 200 Horse Power), Boilers, Sails, Rigging, Anchors, Chains, Boats, &c., in good working order.
Also,
Two 40-pounder Steel Rifled Guns.
Two 20 do. do
One 6 do. Field Piece (fitted for Boat service), with their Carriages, and a quantity of suitable Shot and Shell and Ammunition.
Photographs may be seen, and further particulars, obtained from
MESSRS. FINDLAY, RICHARDSON & Co., *Yokohama,*
AND, THE BORNEO CO., LIMITED,
Shanghai and Hongkong.
1m 1945 Hongkong, 10th November, 1871.

NOW READY.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By DR. DEVAN, with many Additions, Corrections, and DR. WILLIAMS' Orthography
PRICE: In Paper Wrappers, ... $1.50
Neatly Bound,... ... ... $2.00
Apply at the *Daily Press* Office.

Intimations.

NOTIFICATION.

NIUCHUANG LIGHTSHIP.

NOTICE is hereby given, that the Lightship "*Niuchuang*" will be REMOVED from her position on the Bar at the entrance to the Liau River, after the 31st October next.
T. G. LUSON,
Commissioner of Customs.
Custom House,
Niuchuang, 30th September, 1871. [1m 1829

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges, for
REPAIRING AND SPARRING VESSELS
AND
CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK,
Has 286 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught. It has a
CAISSON GATE, AND POWERFUL CENTRIFUGAL STEAM-PUMP,
And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boiler-makers' shop, a large Smithy, and Carpenters' and Boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN or STORES, of Vessels under repair.
tf 2317 Amoy, December, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOOK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.
The above premises comprise a large Machine-Shop, containing a
WITHWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.
Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.
The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
J. S. LAMONT,
Superintendent.
The list of Charges for lighting or remetalling vessels can be obtained from
Messrs. NORTON, LYALL & Co., Hongkong.
Messrs. LANE CRAWFORD & Co., Shanghai.
tf 876 May3

VICTORIA REGATTA CLUB.

THE Eighteenth Annual Regatta will take place on the 22nd and 23rd November next.
Gentlemen who are desirous of joining this Club are requested to send in their names to the undersigned.
H. J. H. TRIPP,
Hon. Secretary.
tf 1589 Hongkong, 18th September, 1871.

FOR SALE, EX "NEW ARRIVALS."

AN INVOICE of first quality Hoth's RUSSIAN ROPE, consisting of:—
4 stranded ROPE, from 7½ inches downwards.
3 " " " 3½ " "
BOLT ROPE, " 5½ " "
RATTLINE-STUFF, HOUSE-LINE, MARLINE, HAMBROLINE, 2 and 3 YARN SPUNYARN.

Best English-made White LINES, viz.: Hand Lead LINES, Signal HALYARDS, LOG-LINES, Fishing LINES.

PUMP and Rigging LEATHER.

Copper TACKS, Copper Boat NAILS and BURRS.

India Rubber PACKING.

Canvas HOSE.

Brown Tarred SHEATHING FELT.

Peacock's Patent COMPOSITION.

SOFT SOAP, for Engine purposes.

Wire Tube BRUSHES, assorted sizes.
Paint BRUSHES, do.

White Brothers' best Portland CEMENT.

KEROSINE OIL.
At LAMMERT, ATKINSON & Co.
tf 1169 Hongkong, 10th July, 1871.

DENTISTRY
BY
V. D. COLLINS, D.D.S.,
No. 7, Arbuthnot Road,
HONGKONG.
tf 1219 Hongkong, 17th July, 1871.

NOTICE.

ONE JOSEPH WHEELWRIGHT, a citizen of the United States, and formerly of Fok Chew, in China, was many years resident at Kimanis, on the N. W. Coast of Borneo, and subsequently at Labuan—entered into partnership with the undersigned for the purpose of trading along the N. W. Coast of Borneo, Maludu, and Palawan.
On the 24th of May last, for the purpose aforesaid, the said JOSEPH WHEELWRIGHT left Labuan in command of the *White Cloud*, a fore and aft rigged schooner of about 60 tons burthen, and had on board goods belonging to the undersigned to the value of $2,709.61½ (in this sum is included the said JOSEPH WHEELWRIGHT'S debts contracted in Labuan amounting to $622.82½).
The said JOSEPH WHEELWRIGHT arrived at Balabak on the and traded there to the extent of $600 or $700, out of which the undersigned received $500. Whilst the Chinese supercargo and clerk were on shore, the said JOSEPH WHEELWRIGHT sailed away from Balabak on the night of the 26th August last, leaving the Two Chinamen to find their way back to Labuan in the best way they could, and the schooner has not been heard of since. The *White Cloud* had, when she left Balabak, cargo to the value of $2,209.61½ cents.
I, the undersigned, hereby notify that a reward of Fifty Dollars ($50) will be paid by the undersigned in Labuan, or by his Agent, CHOA KIAT SIANG, of Kin Cheong Hong, at Hongkong, to any person who can give the undersigned, or to his Agent at Hongkong, any information as to where the said JOSEPH WHEELWRIGHT may be found.
CHOA MAH SOO,
(*Chop*—BOON BEE).
1901 Labuan, 18th October, 1871.

Intimations.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

IT is hereby notified that on and after this date no fee will be charged on Policies issued by the Company.
JARDINE, MATHESON & Co.,
General Managers.
1m 1875 Hongkong, 1st November, 1871.

NOTICE.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

FROM this date, there will be no fee charged for Policies issued by this Company.
AUGUSTINE HEARD & Co.,
Secretaries.
tf 1877 Hongkong, 1st November, 1871.

THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.

NOTICE.

THE SECOND CALL of TWENTY-FIVE DOLLARS per Share on the Shares of the above named Company, is payable on the Fifteenth day of November, 1871, at the HONGKONG AND SHANGHAI BANKING CORPORATION, where receipts will be granted for the same.
Interest at the rate of Twelve (12) per centum per Annum will be charged on all Calls unpaid on the 15th day of November.
N. B. DENNYS,
Acting Secretary
7, Pedder's Hill,
1813 Hongkong, 20th October, 1871.

THE GLOBE MARINE INSURANCE COMPANY, (LIMITED).

SUBSCRIBED CAPITAL, £500,000, IN 25,000 SHARES OF £20 EACH.

CAPITAL PAID-UP, £100,000.

THE Company combines, with all the usual advantages of other well-managed Marine Insurance Companies, distinctive features, which offer special inducements to Insurers. The Company's Articles of Association provide that Insurers shall have a Substantial Share in the profits of the business. Whenever the net profits in any year shall have sufficed to pay the Shareholders a dividend of 10 per cent. on their paid-up Capital, 25 per cent. of the surplus is to be distributed pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premiums.
The Undersigned, having been appointed agents in China for the above Company, are prepared to grant policies covering marine risks at current rates.
SIEMSSEN & Co.
3m 1567 Hongkong, 14th September, 1871.

COAST OF CHINA.

NOTICE TO MARINERS.

CHAPEL ISLAND LIGHTHOUSE.

ON or about the 15th of November next, the Chapel Island Light will be lighted.
The apparatus is of the First Order, shewing all round the horizon a Fixed White Light varied by Flashes at intervals of half a minute. The centre of the light is 227 feet above High water, and in clear weather it will be visible 22 nautical miles. The lighthouse is 63 feet in height from base to vane. The tower will be painted black, and the Lightkeepers' dwellings and surrounding wall will be painted white.
(Signed). A. M. BISBEE,
Divisional Inspector.
Harbour Master's Office,
Amoy, 29th October, 1871. [tf 1883

SEALED TENDERS (in duplicate) marked "Tender for erecting new Cook House, Ablution Room, &c., North Barracks, Hongkong," will be received at this office up to noon of the 28th instant, from Persons desirous of contracting for the execution of the said work.
Plans, &c., can be seen, and all further information obtained at the Royal Engineer Office, Queen's Road, from the 20th to the 24th instants, between the hours of 10 A.M. and 3 P.M. daily.
No Tender will be recognized unless the party making it shall have previously registered his name at the Royal Engineer Office.
C. K. CLEEVE,
Assistant Controller.
Control Office,
Hongkong, 13th November, 1871. 15d 1957

TEN DOLLARS REWARD.
LOST,
TUESDAY EVENING, between the Club and the Hotel, four Chubb's KEYS on a gold split ring. The finder bringing same to the Manager at the Hongkong Hotel will receive Ten Dollars reward.
tf 1843 Hongkong, 27th October, 1871.

NOTICE.

THE HONGKONG HOTEL COMPANY, LIMITED, having leased the HONGKONG HOTEL to LEE AYONG from the 1st day of November, 1871, will not be RESPONSIBLE for any Contracts entered into by him, nor for any Goods supplied to him or his order.
By order,
For the Hongkong Hotel Co., Limited,
ED. BAKER,
Secretary.
tf 1879 Hongkong, 31st October, 1871.

PRIVATE APARTMENTS.

MR. W. E. ROGERS having leased the LUSITANO CLUB BUILDING, is desirous of obtaining a few BOARDERS, having several suites of WELL FURNISHED ROOMS unoccupied. The Apartments can be had with or without Board. Apply as above.
1758 Hongkong, 14th October, 1871.

FOR SALE.

A PHAETON, last American style, with India Rubber Springs, complete.
A pair of Java PONIES.
An American BILLIARD TABLE, complete, with Cues, &c. Apply to
LANE, CRAWFORD & Co.
tf 1916 Hongkong 7th November, 1871.

DENT & CO.'S ESTATE.

A FOURTH DIVIDEND of Two per cent. on all Claims against the above Estate admitted by the Trustees, will be paid at their Office, No. 7, Pedder's Hill, on the First Day of August next.
tf 1100 Hongkong, 27th June, 1871.

IT is hereby notified that the interest, and connexion of Messrs. LO WING CHOON and LO YU YOW, with the undersigned firm ceased from the 1st of May, 1871, and that the undersigned will not hold himself RESPONSIBLE for any debts, whatever contracted by the said LO WING CHOON and LO YU YOW of the TYE SENG HOH.
LO KEE SENG.
6m 1399 Singapore, 1st August, 1871.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Successor to RODMOND GIBBONS & Co.,
Sold Agents for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Eagle Safety Fuse. [1y 589 April 6

NOTICE OF REMOVAL.

ROSE & Co. have temporarily REMOVED their Business Premises from the Corner of Pottinger and Wellington to that of D'Aguilar and Wellington Streets, opposite Club Chambers, the Premises formerly occupied by MR. A. BOYER.
tf 1532 Hongkong, 7th September, 1871.

Intimations.

LUSITANO THEATRE.

Manager.........................MR. W. E. ROGERS.
Stage Manager..................MR. E. D. HAYGARTH.

BENEFIT
OF
MISS NELLIE HOSMER.

THIS (SATURDAY) EVENING, NOVEMBER 18TH, 1871.
FIRST NIGHT of the new Burlesque "ERNANI"
arranged expressly for this occasion, with Startling Effects, Scenery, &c., by
MR. E. D. HAYGARTH.
ONE OF THE GREATEST BILLS OF THE SEASON.
For full particulars see Programmes of the day.
Doors open at 8, commence at 9 o'clock.
Tickets for the performances can be obtained at all hours on application at the LUSITANO THEATRE.

All Persons purchasing Tickets for the Benefit will be presented with a Carte de Visite of Miss NELLIE HOSMER as the "Girl of the Pe-ri-od," or a copy of the Songs "Moet and Chandon," and "Par Excellence."
1984 Hongkong, 17th November, 1871.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POST FRANÇAIS.

THE Company's Steamer
"GODAVERY,"
Capt. Fonche, will be dispatched for
YOKOHAMA *(Direct)*,
shortly after the arrival of the next French Mail.
C. BERTRAND,
Principal Agent.
tf 1989 Hongkong, 18th November, 1871.

FOR MELBOURNE, *direct.*
THE A 1 Barque
"JANE MARIA,"
Captain Leggett, will have immediate despatch for the above Port.
For Freight or Passage, apply to
ROZARIO & Co.
tf 1994 Hongkong, 18th November, 1871.

FOR CALLAO (PERU).
THE Swedish Barque
"IRIS,"
of 500 tons, Capt. Janson, having the greater portion of her cargo engaged, will have quick dispatch for the above port.
For Freight or Passage, apply to
J. J. DOS REMEDIOS & Co.
tf 1990 Hongkong, 18th November, 1871.

WANTED, by a Gentleman, Private Board and Lodging. Address T., *Daily Press* Office.
7d 1991 Hongkong, 18th November, 1871.

FOR SALE.

A BROUGHAM, by Booker, with a moveable driving Seat, and
HARNESS, Silver Mounted, nearly new.
LANE, CRAWFORD & Co.
tf 1983 Hongkong, 16th November, 1871.

THE HONGKONG DISPENSARY, A.D. 1841.
A. S. WATSON & Co.
FAMILY AND DISPENSING CHEMISTS.
(By appointment),
TO H.E. THE GOVERNOR AND HOUSEHOLD,
AND,
TO H.R.H. THE DUKE OF EDINBURGH.
53d 1933] [Nov. 9

A. MILLAR & CO.
HOUSE, SHIP, AND STEAMBOAT PLUMBERS.
COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.
ARNHOLD, KARBERG & Co.
tf 410 Hongkong, January, 1867.

FOR SALE.

THE PROPERTY OF THE UNDERSIGNED, WHO IS ABOUT TO LEAVE FOR EUROPE.

A FAST Trotting Black Australian MARE, quiet under the Saddle and in Single and Double Harness.
A Two-wheeled DOG-CART and Single Harness, complete.
A Two-wheeled PONY CARRIAGE, with Hood; and a Dun North-China PONY, with Harness, complete.
An American built Two-wheeled Pony CARRIAGE, with Hood and handsome LAMPS, and the North China PONY "CHALLOS," with Harness, quiet in Harness and under the Saddle, and will carry a Lady.
Sundry SADDLES, BRIDLES, Horse CLOTHING, &c.
The above-named Animals have been regularly ridden and driven in Macao.
For further particulars, apply to
MORTIMER E. MURRAY,
Macao.
AND,
LANE, CRAWFORD & Co.,
Hongkong.
2w 1937 Macao, 8th November, 1871.

Notices to Consignees.

THE following cases have been landed, stored and uninsured against fire, at the risk and expense of the consignees, who are requested to take immediate delivery, at the Company's Godown, Praya West.
C. BERTRAND,
Principal Agent.

Ex "Tigre."

Jephson, S&M 980,	One case		Effects, from London.	
" 6,	One	"	Cotton Goods,	do.
OL	One parcel		Samples,	do.
HSK&Co 2/5,	Four cases		Merchandize,	do.
A M india. 62/62,	Two	"	Drapery and Earthenware,	do.
BOM 201/204,	Four	"	Boots,	do.
HB in dia. HSK&Co	One	"	Oleographs,	do.
MLPS 2015,	One	"	Saws and Tools, from Marseilles.	
Carlos Ellias,	One	"	Hats,	do.
CAA 1/10,	Ten Bags		Dried Fish, from Aden.	

1977 Hongkong, 15th November, 1871.

NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S. S. *ULYSSES*, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the undersigned not later than the 20th November, for shipment per *Achilles*.
BUTTERFIELD & SWIRE,
Agents.
6d 1969 Hongkong, 14th November, 1871.

BRITISH STEAMER *ODESSA*, FROM LONDON AND SINGAPORE.

CONSIGNEES of Cargo by the above steamer are requested to send in their Bills of Lading for countersignature to the undersigned, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the steamer will be landed and stored at Consignees' risk and expense.
Optional cargo will be forwarded to Shanghai, unless notice by the Consignees, requesting the same to be landed, is given before 5 P.M. TO-DAY.
WM. PUSTAU & Co.,
Agents.
tf 1860 Hongkong, 30th October, 1871.

BIRTH.

On the 16th instant, the wife of W. H. G. HOCKIN, Esq., Commander, P. & O. Co.'s Service, of a daughter. [1988

The delivery of the *Daily Press* from this office commenced on Friday morning at 10.20, and the last messengers left the office at 10.40.

The Daily Press

HONGKONG, NOVEMBER 18TH, 1871.

THE Report from the Special Committee upon the Wharf brings matters into a comparatively manageable compass, and it may be hoped that the ultimate decision of the Governor in Council, with whom, it appears from the Ordinance just passed, the matter now rests, will meet the general wishes of the public. The trouble which has been taken by the Hon. Mr. KESWICK has not been unproductive, as it has had the effect of inducing the Committee to recommend that there be two openings 40 feet wide, instead of only one as previously proposed, and has brought the question at issue between those who consider the erection of the wharf will prove an obstruction, and those who hold a contrary opinion, into a very small compass. The Committee recommend two openings of 40 feet within 300 feet of the Praya, but do not hold that they should be raised as much as ten feet at high water. To allow, however, of the passage of larger boats, they propose that there shall be a drawbridge, or that one of the two openings should be of the height of 10 feet above high water mark. Mr. KESWICK, on the other hand, is of opinion that the drawbridge plan would be inadvisable, as greatly impeding traffic, and that there should be two openings of 40 feet, allowing a height of 10 feet at high water. The matter is thus reduced to a very small compass, and it will not we imagine be difficult for the Governor in Council to come to a decision.

The chief consideration in regard to this point is clearly whether there would be any serious engineering difficulties in the way of Mr. KESWICK's plan, as there can be no question of the greater advantage which it would be to the public. He states that he understands such would not be the case, and if his information is correct, it would certainly be to the interests of the public that there should be the two openings of 40 feet as he proposes.

It would have been more satisfactory if further evidence on this point had been elicited, but no doubt it will be duly considered by the Executive. One question has not been considered, that is, whether the wharf might not be hogged to the distance necessary to procure the extra height without either very greatly increasing the expense or interfering with its working. Certainly, if by this, or some other similar contrivance, the plan of having two large openings could be arrived at, a distinct advantage would be gained, and the various difficulties connected with the drawbridge plan would be obviated.

THE *London and China Express*, whose comments upon subjects with the facts of which it is acquainted, are generally well worth reading, has of late taken up a course which, if persisted in, must cause it to lose much of the weight which it has hitherto enjoyed. It is getting into the bad habit of commenting upon a matter concerning which it possesses but very defective information. Newspapers cannot of course withhold all notice of passing events until all that can be known about them has been ascertained; as if they did this, they would give up one of their most important functions, that of commenting upon questions with the express view of eliciting further information with regard to them. But a newspaper may be expected to state correctly such facts as are well known at a given moment, and should be most sparing in making assumptions, when it is possible with a little trouble to ascertain what the actual facts are.

We had recently occasion to call attention to the egregious misconception into which the *London and China Express* fell with reference to the meeting concerning the [illegible] Force, and we now find an error of exactly the same description made with regard to a remark by Chief-Justice SMALE concerning the Kwok Asing case. A casual observation which fell from him to the effect that he had not felt himself since the matter came before him, is construed into his having shown signs of altering his opinion. We can state with perfect confidence that Judge SMALE has done nothing publicly to lead to such a conclusion, and so far as we can ascertain, there is no reason whatever to conclude that he has in the slightest degree modified his views. It is certainly rather hard upon him that he should be blamed on one side for holding to his opinions, and on the other for showing signs of giving them up; and it is only just to notice how completely unfounded the latter objection is.

It may also be added that the *China Express* is equally mistaken in stating that KWOK ASING had been *tried* before the CHIEF-JUSTICE. This error was made by some other of the home papers, with whom it might be excusable; but a paper specially devoted to China matters, might reasonably be expected to be better informed. The whole end and aim of the proceedings with reference to KWOK ASING—it cannot be to emphatically asserted—was to ascertain whether he should be given up *to be* tried or whether he should be brought forward *to be* tried, on a charge of piracy *jure gentium* in the Supreme Court; and the cardinal mistake which the CHIEF-JUSTICE appears to have made, was that of virtually deciding on the merits of the case, when it was his business only to say whether there was or was not *prima facie* evidence of the existence of grounds for proceeding against the accused, in which case it would be his duty to order him to be tried by the proper authorities, that is, by the Chinese, if the offence appeared to be against Chinese law, or before the Supreme Court if it was to be held to be piracy *jure gentium*. It is very lamentable to see a paper of some standing first of all mistaking the nature of the case, and so applauding a judgment which there can be very little question was a mistake, and next blaming the CHIEF-JUSTICE for inconsistency and for wavering in his opinion, when the main complaint against him here is unquestionably that he has shown himself prepared to adhere with only too much consistency to what is generally looked upon as an erroneous view of the subject.

We give on the fourth page, the first portion of a very interesting series of "Notes on England," which have appeared in the London *Daily News*.

The November Criminal Sessions will be opened *pro formâ* to-day (Saturday), but neither jurors nor witnesses need attend, as the Court will immediately adjourn to Tuesday next, at 10 a.m.

This evening, the performance of the Eureka Troupe is to be for Miss Nellie Hosmer's benefit. We are glad to hear that a large number of seats have already been taken, and that it is likely to be well supported.

Mr. Small has published a little book under the title of the "Hongkong Songster," which contains the words of the various local songs which he has given during his stay here. It will be an amusing memento of many pleasant evenings.

Mr. Baynes, of the Oriental Hotel, has called attention to an error which was made in the report of the Meeting of Justices concerning his house. It was stated that he had hired a house, No. 4, Wyndham Street, and let it to a prostitute; whereas, it appears that the house in question was part of the lot which he leased, but separated from the hotel, and that he had let it to another person, who sublet it in the manner described, but that Mr. Baynes on discovering it, had given the tenant notice to go away.

An inquest was held on Thursday on the body of an Indian destitute, who lived by begging from the coloured troops. He was seen alive about their cookhouses a short while before he was found, near them, in a dying state on the ground. The *post mortem* shewed great disease of lungs and heart. A verdict was returned of "death from natural causes."

Another inquest was held yesterday, on the body of Mak-saw, a coolie employed on the roads. In moving a heavy roller, through the carelessness of himself and other coolies, he got his foot injured under it, and was sent to hospital on the 15th. Here he constantly craved opium, and morphia was given him. Yesterday at about 3 a.m. he unplaited the string of his queue, got it in a double hitch round his neck, made the end fast to the latch of a door near his bed, and rolled on the floor. He was at once looked to and brought round, but died in about an hour. The jury, after a most careful consideration of all the circumstances, returned a verdict of *Felo de se*.

It will be seen by the subjoined telegram, which appears in the *Illustrated Times* of September 30th, that the news concerning the meeting on the state of the Police Force was correctly telegraphed to, at all events, some of the papers:—

CHINA.

A numerously-attended public meeting of the inhabitants of Hongkong was held on Monday, at which a resolution was passed unanimously deprecating the action of the local Government with regard to police matters. The resolution also expresses regret at the increasing insecurity of life and property, and prays the Home Government to appoint a commission to inquire into the subject.

POLICE INTELLIGENCE.

17th November.

BEFORE C. MAY, ESQ.

UNLAWFUL POSSESSION.

Wong-a-sing, a washerman, was seen by constable 491 carrying planks on the junction of Bonham Road and Pokfoolum Road. On seeing the constable he put them under a tree, and then denied having had them in his possession. Mr. May fined defendant in the sum of five shillings, or four days' hard labor. He went to gaol.

AN OLD GAOL BIRD.

Yeep-ah-ngan, P.C. 146, stated that at about 4 p.m. of the 16th instant he saw defendant passing along West-street, Taipingshan, and noticing that he had a gaol brand on one of his ears, he took him into custody.

Alfred Grey, warden of Victoria Gaol, stated he identified the prisoner. He was convicted of larceny in a dwelling-house on the 19th November, 1862, and sentenced to three years' penal servitude, he received a conditional pardon on the 26th April, 1865. He produced the criminal calender and the conditional pardon. The prisoner was not known to have been in gaol before that conviction. Prisoner had not been in gaol since; he was not regarded as a bad character. He has but three fingers on the left hand, and was known in Gaol, where he was employed as Hospital nurse, as "Three Fingered Jack."

Defendant admitted he was in gaol as stated, and added that when liberated he went to Macao, where he had been getting a living as a hawker. He received a letter from his mother living at Wy-chow, stating she was sick, and had come to Hongkong to obtain a passage to that place. He understood he was not liable to punishment after being away five years. Mr. May proved he was mistaken in this view, by sending him to six months hard labor.

THE EXTRADITION CASE.

Lee-ah-soey gave the following additional testimony. The party arrived at the City of Chu-yeong, about nine miles from the place of attack, at about 1 a.m. on the 12nd August; no person helped them to carry the body; they tied the body and suspended it to the carrying pole used for the calico. Achee did not go with them, he went after the armed men; who had carried off the calico, following them at a distance. The next time he saw Achee was at about noon on the 18th at Chu-yeong. He deposited the dead body outside the Magistrate's Yamun, and at about noon, made a report of what had happened. Achee arrived after he had made the report. The magistrate had an inquest on the body on the 19th August, and the magistrate sent some police, Achee going with them. Witness did not go, nor did Aping, to the village of Kaitow; but no person was apprehended. About two months back he came to Hongkong from Hoi-poong, in a Tow-mahoy, the name of which he did not know, having charge of twenty-seven pigs belonging to a relative by marriage, named Cheong-lum-kwun. He had orders to deliver the pigs to the Qwong-chong-tai-hong, at Praya, West. On the night of the 9th of November he met the prisoner, who was carrying a chair at Taipingshan. He said nothing to the prisoner, but followed him until he entered a house, in a street at the back of the Munmoo Temple; he then went immediately and reported the matter to Mandarin Fung, living in the Queen's Road, at a house the corner of a lane. He told him he would get a warrant. Shortly afterwards Police Sergeant No. 131, Yun-a-bing, came to the house. He went with him and pointed out the house, where he had seen the prisoner enter; the prisoner was in the house and he pointed him out. He heard that Mandarin Fung had been in Hongkong for some time; after he had seen the prisoner, he made enquiry from some Chu-chow men, and they told him where he lived. The prisoner did not say anything when he pointed him out. When he came to Hongkong, about two months back, he accidently met Achee in the street, this was on the 1st October. He had been to Canton before that; he told Achee that Mandarin Fung was in Hongkong, and they had better look after the men who had stolen the calico. He had seen Fung passing along the street in a chair before he had seen Achee; he followed Fung and spoke to him, and told him of the case, and asked him if he saw any one of the thieves in Hongkong, could he have him apprehended; and Fung said he could. He never saw the prisoner from the time of the robbery on the 17th August, 1869, until he accidently met him in the street of Hongkong on the 9th November.

Upon its being read over, the witness altered a portion of the foregoing evidence. When he arrived with the dead body of his brother at the city of Chu-yeong, he remained outside of the walls all night, because the gates were closed; he took the body inside when the gates were opened at daylight. In answer to prisoner, witness stated he was not mistaken as to his identity, he was certain he was the man. Wah-ping is only about 90 miles from Hoi-foong, not 190 miles.

Chun-a-chee, having made declaration, stated he was a trader, a native of Hoi-ping, he had known the last witness four or five years, he entered into partnership with him in the 1st moon of the 8th year of Tung-chee. (February, 1869.) On the 12th August, the last witness, his brother, named Ah-sam, and himself brought a quantity of calico, he forgot how many pieces, for 120 taels silver, from the Wing-shun shop at Woh-ping City; last witness and himself were equal partners; he did not know if Ah-sam had any share with his brother, early in the morning of the 17th they all started, having a man with them to assist to carry the calico. Further remanded to to-day.

VICE-ADMIRALTY COURT.

November 17th.

Before the Hon. Judge SMALE, and Capts. Hooper and Cairns, Assessors.

H.M.S. *Ocean*, at the suit of the *Kum-shune-tai*.

Mr. Hayllar yesterday resumed his argument on behalf of the *Ocean*. Referring to the earlier part of his address, when he cited such cases as the *Swallow*, the *Friedrich*, &c., bearing on the question of burden of proof, he would remark that these cases were taken without pleadings rather for convenience of the parties than to alter their relative position as to the burden of proof, or in any way to shift the burden of proof.

The Queen's Advocate said his learned friend mistook the bearing of the cases cited by him. He said that although the promovents must bear the burden of proof in the first instance, it was shifted on to the steamer by the Sailing Regulations.

His Lordship explained that what Mr. Hayllar meant was this: if the junk declared in a particular way she must support every item.

The Queen's Advocate.—But I have not declared at all.

His Lordship.—But if you had.

The Queen's Advocate.—If I had declared I should have declared in two counts.

Mr. Hayllar.—What I say is, that they must recover *secundum allegata et probata*, and not on a hypothetical case.

His Lordship.—But they may accept your case if they like.

Mr. Hayllar said they might do that.

The Queen's Advocate.—That's what we have done. I say that even according to your own case you are to blame for the collision.

His Lordship asked whether they could not make a composite case.

Mr. Hayllar thought not when the two were totally irreconcilable. It depended entirely on the question of the moving of the rudder of the vessel. One side said it was not moved and the other side they saw an effect produced which could only have been produced by its moving. His Lordship had three courses open to him; to accept the junk's story, to accept the *Ocean's* story, or to place the two in even scales. If the *Ocean's* story were accepted, he contended that the case which he had cited, the *City of Antwerp v. the Friedrich*, would decide the present one. He would now take up the argument at the point at which he left it at the last adjournment. The case of the *Itinerant* would show that it was very difficult and almost impossible to define beforehand the measures of prudence to be taken. Now Mr. Annesley's evidence was that looking at the state of the wind and the weather, the course he adopted was a prudent one, and that was a thing only to be judged of at the time. Dr. Lushington, in his judgment in the *Itinerant* case, said that that vessel could not be held to blame because she did not take that measure which could not be decided upon beforehand. It was not proved that she was absolutely imprudent. On the principle on which that case was decided he was quite willing to rest the case of the *Ocean*. The true interpretation of the judgment when applied to this case was that of the natural result of the course taken by the *Ocean* would have been a collision, then she would fall within the rule. But the word "natural" did not include such circumstances as could not have been foreseen. Mr. Annesley did not, as he understood him, say that it was the invariable custom of junks to run across the bows of steamers, but only that he knew it to be a thing which they might do sometimes. But because a junk was in the habit of committing an error provided against by the General Maritime Law (see the *Gleadon*) that was no reason for making it the duty of officers to provide against so erratic a custom. It was not their duty to provide against anything except the ordinary rules of ships during navigation. It was no defence to a vessel clearly in the wrong that the other vessel might be departing from the ordinary rules of navigation to have avoided a collision. (The *Test*, Dr. Lushington's judgment.) In the earlier part of his argument he had referred to the evidence of the junk as being inconsistent with the evidence of the *Ocean*. He would show where it was also inconsistent with itself. Great stress was laid by the witnesses on the fact that there was not wind enough to move the junk through the water at a greater rate than ⅙ of a mile per hour, that is one-sixth of a mile in the half-hour. If the Assessors would refer to the Chart, they would find by measurement that the spot where the collision took place was between 50 and 60 miles from the Miau Tau Straits, which the junk left at 7 o'clock on the previous morning to that of the collision. According to the evidence of the owner, the best speed made by the junk with a fair wind was 4 knots an hour, and this wind lasted only from 7 till 2 p.m., that is, 7 hours. Therefore by that time she could only have made 28 miles, and after that till the time of the collision there was only the wind that was said to take her through the water at the rate of ⅙ mile per hour. It was therefore impossible on this supposition that she should have arrived where she was, while if she were sailing at the rate mentioned in the *Ocean's* evidence she would have made approximately the right distance. This was a very material consideration. The speed of the junk was said by the *Ocean's* witnesses to be 4 or 5 miles an hour, which was of course a mere speculation, but it was impossible to be mistaken in the fact that there was enough wind to make the junk obey her helm. The junk said she would not come up half a point. Now taking the wind at the most favourable point for this view, (N.E. ½ N.), she could have come up at least two or three points. But there was another singular fact by which her speed might be estimated. About twenty minutes before the accident another junk crossed ahead of the *Ocean* going at the rate of 3 or 4 miles an hour, and as these junks were all built and rigged very much alike, it might be supposed that the *Kum-shune-tai* was going at about that speed. It was a matter of common experience on this coast, that with a light wind a junk would move faster than an ordinary English vessel. But she did not say she was going 3, or 4, or 5 knots, but simply at a sufficient pace to make the story of the junk incredible when it was asserted that she could not steer. If she had not had steerage way on her it would be absurd to say that she crossed the *Ocean's* bows. He put it that they had their case so as to show the impossibility of their doing what they must have known the *Ocean* would say they did. As to the weather, that was not a very important question. But it would have been impossible to see the *Ocean's* green light at the distance of 4 miles unless it was a very clear night. This showed a tendency on the part of the junk to exaggerate matters of this kind, in order probably to throw suspicion on the look-out of the *Ocean*, and to make it appear that she came down on the junk on a dark night without seeing her. Then there was the discrepancy as to the flare-up light. It was a very strange thing that six or seven persons who watched the junk for 3 miles, some of them with night-glasses, should not have seen anything of these lights. It was not a question of any importance in itself, but exhibited an aberration from the strict truth in order to exaggerate the case against the *Ocean*, and make it appear that she was more in fault than she could otherwise be made to appear. Another discrepancy was with regard to the force and effect of the blow. It was natural that in the confusion of the moment the junk people should exaggerate in this particular. They said that the man-of-war ran them down at full speed, and one witness said that the *Ocean* passed over the spot where the junk had been. If it had been so, there was no doubt there would not have been a soul alive to tell the tale. A very slight blow from a great iron-clad ram like the *Ocean* would be sufficient to sink a junk. He knew that this argument might be used against him, as indeed nearly every argument in Admiralty cases cut both ways. It might be said that on this very account the *Ocean* was bound to use extra caution. His answer to that was that extra caution was used, and that it was that extra caution used by Mr. Annesley in easing the engines which prevented the lamentable consequences which would have ensued if there had been anything like carelessness or want of attention on board the *Ocean*. Indeed, the *Ocean*, at the time of the collision, must almost have been standing still. The impact of the junk itself upon a great mass of iron standing like a rock in the water was sufficient to stave her sides in. Of course, he did not say the *Ocean* was to stand still there to be run against by junks, but he put it as another exaggeration intended to create an impression against the man-of-war. Having referred to these five or six exaggerations in the evidence of the junk's people, he now came to the point at which there was a direct conflict between the two stories. When it was found that they had departed from the strict truth in so many instances, His Lordship would have less difficulty in believing that they did not adhere to the strict truth when their story directly conflicted with the evidence of six witnesses on the other side, not one of whom was interested, except Mr. Annesley, as the responsible officer of the watch. There might be a clique or party feeling among them, but they were not interested. Now there could be no doubt that the people of the junk had the strongest interest in recovering damages, and though it was a very painful thing for counsel in the discharge of their duty to cast imputations on the other side, still it was his duty to ask his Lordship to entirely discredit the junk's story when they said they did not port. He would not labour the point as to which side was more likely to speak the truth. His Lordship was aware that apart altogether from their obligations as men and gentlemen, officers in so honourable a service would consider themselves peculiarly disgraced by any departure from truth. Then the question arose, was there any possibility of mistake. The learned Queen's Advocate had ingeniously suggested that because the junk did not carry the regulation lights it was impossible to tell whether she changed her course. Well, he had especially asked Mr. Annesley in the box whether it was possible to distinguish the action from the wild steering which he had previously observed. He had replied emphatically that he could not be mistaken. Not only was the helm altered but the set of the sails was also changed to allow her to come. He believed the expression was that the sheets were hauled aft. There was no doubt about it in the minds of anybody on board the *Ocean*, that up to the time of porting, if the junk had continued on her course, she would have gone clear. Another thing to be noticed was the absence of the helmsman of the junk, and the fact that though in ordinary times two helmsmen were required to steer her, yet when a vessel was sighted one of them was said to have abandoned the helm, leaving it to one man, Pang-hing. Thus the man who was the actual mover of the tiller was not there to say what he did. It was stated that no order to port was given, and that the man must have walked across the deck to move the tiller, but still that might have been done by means of a tackle. It was certainly a matter for comment that though the accident took place on the 17th of August, during the whole time which had elapsed since they had not been able to get such of the witnesses as should have been the most important in the case. The helmsman was especially the man to produce in a collision where the question turned on the alteration of the course. Moreover, it was a very curious circumstance that Ow-Tai, the captain, was dead.

His Lordship.—Not curious.

Mr. Hayllar.—Yes, my lord, I think so. At all events a very unfortunate circumstance.

His Lordship.—Unfortunate certain, but not curious.

Mr. Hayllar thought it was both curious and unfortunate. At any rate he was said to be dead, and they thus missed the two most important witnesses in the whole case. As to the answer which Mr. Oliver gave, and which was said to be the key to the whole case, "A man-of-war does not alter her course for every junk that comes in her way," it was quite clear that that was not the key to the case.

His Lordship said that was evidently the mere off hand expression of a sailor. At all events it was not the expression of Mr. Annesley, who was the responsible man.

The Queen's Advocate observed that the action was *in rem*, and not against Mr. Annesley.

Mr. Hayllar thought the spirit in which this case had been conducted was sufficient to confute any idea that the accident had been caused by what might be called criminal neglect. If anything, there was an error in judgment.

His Lordship.—Of course. As to carelessness that is entirely out of the question.

Mr. Hayllar said the question then would be what was the measure of precaution which a steamer was bound to observe in meeting junks. Now although junks were within the General Maritime Law, men of the class which generally manned them were not in a position to know it: he admitted that. But this was an admission which cut both ways, because if you were dealing with vessels, which would not keep the strict rules of the road, it was very difficult to tell what they would do, and therefore very frequently what would be a proper measure in dealing with ordinary vessels might be the very measure to embarrass and confuse a junk. It was impossible to calculate what the junk would do, or whether she would alter her course, and if so when, and in what way. In this uncertainty the easing of the engines at the distance of 300 yards was a better measure than altering the course, because to do the latter effectually the *Ocean* must have gone at full speed, and if she had then struck the junk the consequences would have been fatal. Therefore, Mr. Annesley used a sounder judgment in easing the engines than he would have done in starboarding his helm. To have ported his helm would have been wrong, because though probably at first on the port side of the junk the courses sailed very soon brought him on the starboard side, and the junk would have shewn him her green light if she had had one when they were 150 yards apart. The choice lay between starboarding the helm, and easing the engines, and these two things were not compatible. There was another thing to be said about this uncertainty as to the movements of junks. It cast upon masters in these waters an undue responsibility, and although it might be said in answer to this that they should therefore exercise the greater caution, still as in the case of the *Itinerant* he contended that it was impossible to define the exact measure of caution to be taken beforehand. Article XI of the Regulations imposed on the steamer the duty of getting out of the way, only when there was risk of a collision. Well, at what distance was the risk to be calculated? In the case of the *Lanercost* and the *Volga*, lately tried in this Court, it appeared that the *Lanercost* altered her course because she was in imminent peril: the result was that the steamer ran into her, and both were held to blame.

His Lordship.—Yes, but if the *Lanercost* had kept her course there would have been no collision.

Mr. Hayllar said exactly in the same way if the junk had kept her course there would have been no collison. There was no evidence to contradict this, because the junk's case did not allow that argument to be brought in at all. If she would have gone clear, it was not for the Court to say she was embarrassed by the nearness of the *Ocean*, when she didn't choose to say so herself. Although the Court might think the *Ocean* had not acted perfectly discreetly, it would not throw the blame on the *Ocean* if the junk's crossing her bows was the immediate cause of the collision. If junks were to get compensation for crossing the bows of steamers, it was a premium for disobeying the rule of the road. With these remarks he would leave the case in the hands of his Lordship and the Assessors.

The Queen's Advocate cited the case of *Ralson v. Mitchell*, where at Common Law the damage was divided, there being faults on both sides. In the notes to this case many authorities on the same subject were given. Thus, when a dog bit a man who had trodden on said dog's toes, the man recovered half damages, notwithstanding the fault on his side. So when a donkey grazing on the high road was run down, the owner got a verdict for damages though the donkey had no business to be there. As to the burden of proof, he quite admitted that it was upon him to show the fact of a collision and damages, but where there was a statutory provision that a sailing vessel should go one way and a steamer another way, the burden naturally lay on the steamer to show that she did what was thus imposed upon her. Then his learned friend said he (the Queen's Advocate) was bound by his Acts. But there were no pleadings, otherwise he could have laid his case in various ways.

His Lordship said there were three questions which he should always put to the Assessors in such cases as these until the rule laid down by Lord Westbury was altered. When a steamer was punished for not doing what she ought to have done, Lord Westbury said it must be clearly shewn (1) that the thing omitted was possible for the steamer to do? (2) that it would probably have averted the collision? (3) that it was a step which would have occurred to any officer of competent skill and experience.

The Queen's Advocate proceeded to comment on the arguments used by his learned friend. It was a constant custom when there was a bad case for counsel to suggest witnesses that might have been called. He could not call a man who was dead, and the other man was accounted for; he had gone home, as he naturally would. However, a fair body of evidence he thought had been produced. The circumstances as to the difficulty of knowing what a junk was going to do, that argument so entirely told against the *Ocean* that he should have imagined his learned friend was addressing the Court as junior counsel for the *Kum-shune-tai*. Was it prudent for the *Ocean* to give the junk so little sea-room? Another point which he had not taken before was that under the Merchant Shipping Act if one vessel was damaged by a collision the other was bound to assist her, and if she did not, even if no fault lay in her for the collision, it had been decided that she must pay the costs. Now here measures could have been taken to attempt to save the junk and cargo. He thought Mr. Rennie's excuse insufficient, and at any rate it was scarcely right in the officers to send a mere boy to see whether any more could be done

Mr. Hayllar said with regard to that, two boats had gone to look after the junk, one with Mr. Oliver.

Mr. Oliver, in reply to the Court, stated that this was so.

The Queen's Advocate in that case withdrew the last remark.

The argument being concluded, the Court rose. It seems to be uncertain when judgment will be delivered, as there is much consultation to be gone through regarding the questions to be put to the Assessors.

SUPREME COURT.

November 17th.

CRIMINAL SESSIONS.

BEFORE THE HON. CHIEF-JUSTICE SMALE.

The Court sat yesterday to pass sentence on the remaining prisoners.

Mun-kwong-ming, who had pleaded guilty of burglary, who had been thrice in goal, and who made an attempt to escape on the 9th September last, was sentenced to three years' penal servitude.

Tong-a-yang, who had pleaded guilty of a breach of his conditional pardon, said that he came here to look for employment. Mr. Douglas, however, who arrested the prisoner, said he was certainly not looking for employment when he took him. He had been in gaol for an assault with intent to rob, but he had borne a good prison character. His Lordship sentenced him to his original term of imprisonment with hard labour (two years), remarking that if his conduct was good, Mr. Douglas would make a note of it.

Fo-a-fook, another violator of a conditional pardon, said his vessel was wrecked, and he came here from Macao with the view of going to his native place *viâ* Kowloon. He had been thrice in gaol. On one occasion he was deported in default of finding security, after which he returned and committed a burglary, for which on the 19th January, 1866, he was sentenced to six years' penal servitude, and was thrice flogged. On the 16th May, 1871, he received a conditional pardon, and now Mr. Douglas had found him in a small coolie-house in Bridges Street. He had four brothers, three of whom were now in gaol. His Lordship thought he was better in prison than out, and gave him five years' penal servitude.

Chun-Ayune had been no less than nine times in gaol. On the last occasion he was liberated by the Government because he had been tried under Ordinance 7 of 1870, which had been disallowed. He was now sentenced to three years' penal servitude.

Pang-Akow was sentenced by the magistrate to one month's imprisonment with hard labour, and to find security for three months. He completed the month, but was detained in default of security, and during such detention received his conditional pardon. His Lordship doubted whether this could be looked on as a pardon, as the man was not then undergoing sentence but was merely detained for safe custody. After a short discussion, the Acting Attorney-General said he would enter a *nolle prosequi*, as the case was not likely to arise frequently. Prisoner discharged.

Joseph Tinsway, convicted of uttering a forged dividend-warrant, was asked what he had to say why sentence should not be passed. Prisoner made a long speech, the principal point of which was that when he was found under the tree he was waiting to see a gentleman on business, that if he had had any connection with the Chinamen he should not have waited to see him arrested, and if he had been guilty he would have got away, and not gone quietly to his house. His Lordship told him that the jury, with great consideration for him and his state of health, had recommended him to mercy, but that he had now endeavoured to nullify their recommendation. He had shewn to the Court that his wits were remarkably fresh, and he (the Chief-Justice) was sorry to see a man of the prisoner's age persisting in declaring his innocence of a crime which had been clearly proved against him. He had added to his crime in the defence which he had now made, and had shown that he was possessed of a very cunning and clever mind. That, however, should not take away the effect of the jury's recommendation. His Lordship referred to the men by whom the prisoner had been befriended, remarking that he had thought him a Jew because he was befriended by Mr. Sassoon and Mr. Ezekiel, but it now appeared that their charity was more Catholic than that. The prisoner professed Christianity, and it did infinite credit to those gentlemen that he was assisted by them, and seemed to indicate that there was something better perhaps behind than would appear from what had taken place in that Court. Taking into consideration then, the recommendation to mercy, and the friends who had come forward in the prisoner's behalf, but not a word of what he had said that day, he would sentence him to one year's imprisonment with hard labour. He added hard labour in order to place the prisoner more completely under Mr. Douglas's control, but that officer would know what kind of labour was suited to so old a man.

This closed the Sessions.

SINGAPORE.

By last advices the riots have entirely ceased, and order has been apparently re-established. The following remarks from the *Singapore Times*, with reference to the Police Force, are of interest:—

The new police law, which has been passed by the Legislative Council, was put into operation on the 1st of the present month. The reason for its early introduction is that the police was found utterly incapable of preserving the peace during the riots, and it has been found necessary for the good order of the Settlement that the force should be placed upon a more effective footing at once. It is of course impossible to judge as yet whether the "reorganization" will effect the needed improvement; but if it makes any improvement at all, it will have done some good. The European element in the force is being augmented, but doubtless it will be found necessary to make numerous changes before a sufficient number of men of the right stamp are secured. At present, there seems to be a very limited field to choose from, but probably in course of time a very good class of men will be selected for the purpose. The increase of pay to the constables will permit the employment of a better class of men; those who have proved themselves good will be retained, and the worthless ones replaced by others. In this way, there is no doubt that the police will be made much more effective. One requirement of the force,—a mounted patrol,—is still unsupplied, and until this is provided it will be always at a disadvantage in the event of disturbances in the country districts, or even in the town at any distance from the police stations.

"TRANSPORTATION" IN FRANCE.

(*Pall Mall Gazette.*)

The terms "transportation to a fortress," "transportation for life," of which such a free use has been made at the recent trials at Versailles, are apt to suggest misapprehensions to those who judge of French penalties by English. Excepting penal servitude (*travaux forces*), which is a truly unpleasant thing but is scarcely ever inflicted in political cases, French punishments are not very harsh for prisoners who have money. A man sentenced to transportation must rough it if he be penniless, but in the contrary case he undergoes no greater hardship than that of being obliged to live within certain prescribed limits, and being obliged to report himself daily at stated hours to a commanding officer. It is garrison life without the uniform. A political convict of any status generally has his apartments as if he were at home. He may read, write, walk about his fortified town pretty much as he pleases, and have his family to live with him, if the family likes it. The only circumstances where severity is used are those where the prisoner is untractable, and declines giving his parole not to escape. As for political imprisonment in France, it is not going too far to describe it as a mere joke. When a man may receive his friends, give them a dinner, play music to them, and edit his newspaper in his "cell" (which is generally a very costly furnished room, at least at St. Pelagie), he may yet complain that life is not as sweet as it might be, but he can hardly plume himself upon suffering very painfully for truth's sake.

THE CONQUERING RACE.

(*Courier.*)

[Though we do not quite endorse the views here expressed—thinking them rather crude—we give insertion to the article as suggesting a somewhat fresh and useful field for thought and discussion.—Ed. S. E. C.]

It has long been an established article of belief amongst us self-satisfied members of the civilized nations of Europe, that by the nature of things we are to go forward, conquering and to conquer, until we have subdued the earth and got dominion over it. Before the advance of our resistless civilization; the inferior races are to recoil,—to recede, and in the end, if they cannot amalgamate, to retire from this mundane sphere altogether. This is a pleasant faith; and the more so because the whole history of our expansion shows that up to the present it has been, with some modification, perfectly true. There are, however, some periods in the history of the world, in which this law seems to have been temporarily reversed. The tide of our civilization, which has found it so easy to sap and destroy the sand fortifications which inferior races have generally erected against its progress, has now and then (usually much to its own surprise and disgust,) come almost unexpectedly against a granite wall, on whose obstructive bulwarks its eager waves have beaten in vain. It is true that we have nevertheless been victorious, hitherto in the ultimate result. But we have sometimes been stopped so long, and for such good reasons, that it is worth while considering whether any similar reasons are present at any new barrier which we think it right or necessary (synonymous term) to attack.

For instance, there was a time when Europe, but little illuminated in most respects, (though its few developments were in the right direction) made up its mind to repel and annihilate the encroaching faith of Islam. It is doubtful whether our civilization was at all better than theirs; but we were, at least in those days, sincere about Religion; and we considered that in the interests of our own creed we must forcibly put down its rival. However, the Mussulmen conquered, and we failed, for long; and in truth at one time we were not far from the brink of being swamped by their countless hordes. And the chief reason, probably, for this, was that what we then called progress was not in the least adapted to their needs; and that what they called progress was an idea not indeed accurate, but much nearer accuracy than ours, at least in reference to themselves.

Now, here we are in China in the face of a new opposing race, which we think inferior. Does there seem much likelihood of our beating it back—absorbing it—conquering its ideas, or do we seem likely to fail in our attack, at least for long? Is this numerous and opinionated people a steady mass which it will take ages to stir,—or is it as some would assure us, a huge but crumbling heap, on which our pressure is rapidly taking effect? We confess that we can see scarcely any important symptoms of the correctness of the latter view. We have slowly, very slowly, established a few points of contact along the coast and up the great artery; but what is that when we consider that in these days of steam and electricity, it is thirty years since the Five Ports were definitely opened? The extreme minuteness of our influence over their habits and ideas, is still more evident. Indeed, for one Chinese who adopts European views of life and society, there are six Europeans whose views become modified towards a Celestial standpoint, by painful study of their language and manners. Of every advance made by foreign commerce, the native merchants possess themselves of the lion's share. Their powers of combination, their mercantile shrewdness, their thrift—far surpassing any such qualities that we can boast—put them in a position to get the better of us in almost every transaction. They coolly meet, arrange prices and general tactics for the campaign,—and, holding firmly together, easily achieve a commercial victory over our irregular troops, whose power of coherence for the purpose is absolutely *nil*. Where is the trade of Canton? of Chinkiang? and is a less degree of other ports? What is the general tendency of trade everywhere? It is now an old complaint, that it has long been more and more monopolized by the inferior race. Inferior or not, they beat us. Scorn as we may our opponents, they are succeeding in the struggle between us, and we are failing. The Mexican stream has long been changing its course, and flowing steadily into Asiatic pockets. Here, in China, let us allow, and with the avowal conclude, we are no doubt the superior race, but the conquering race we are not; and if we hope to be so in the future, we must change our tactics.

SUMMARIES OF NEWS FROM THE HOME PAPERS

THURSDAY, Sept. 28th.

Yesterday, the London School Board held their first regular weekly meeting after the vacation. The transaction of some formal business was succeeded by a discussion on the alleged necessity of building a set of offices and a place of meeting for the Board itself. Canon Cromwell expressed an opinion that such a structure should be near the "intellectual quarter of London," while Mr. Chatfeild Clarke thought it should be rather in "the locality where men of business most do congregate." As the subject had not been formally brought forward, the conversation soon dropped.

When the Staines list of £12 voters, yesterday, came before the Middlesex revising barrister, it contained the names of twenty-six ladies. The whole of these were, however, struck out.

In the third week of the present month the number of metropolitan paupers was 117,625, of whom 85,319 were receiving out-door relief, and 32,306 were in the workhouses. This was a decrease 10,791 from the total in the corresponding period of last year.

At the annual meeting of the Birmingham Gas Company yesterday, it was formally announced that frauds to the extent of £25,000 had been committed by the late secretary and some of the former collectors. After an acrimonious discussion the report of the directors was rejected, and a committee of investigation appointed.

The iron ship *Underley*, which lately went ashore off the Isle of Wight, broke up yesterday. The passengers were rescued, and when the weather moderates efforts will be made to save the cargo.

Another application for a summons against Mr. Farrah, bookseller, for having sold copies of "The Eltham Tragedy Reviewed," was made yesterday, at Bow-street, by Mr. Pook, solicitor. On Mr. Farrah consenting to suspend the sale of the pamphlet until the prosecution of the author had been disposed of at the Old Bailey, the magistrate refused to grant the summons. At the Greenwich Police-court, however, on the same day, summonses were issued against two shopkeepers for maliciously selling copies of the work complained of.

A postman was yesterday charged at the Clerkenwell Police-court with having neglected his duty whilst in a state of drunkenness. The defendant pleaded that after having been kept from food during more than seven hours, he had taken some refreshment which quite overcame him. He was fined £3 and costs, with the alternative of two months' imprisonment.

Two sturdy mendicants, deformed and lame withal, were yesterday charged before the Marylebone police magistrate with having created a disturbance in a beer-house, to which they had retired after having received frequent donations as a consequence of their appeal to a benevolent public. Each of them was sent to prison for a month.

An inquest was held yesterday upon the body of Alfred Hawkins, the little boy who was burnt to death at 6, Bear-street, Leicester-square, on Monday night. Some complaints of the negligence of the fire brigade were not endorsed by the jury, who returned a verdict of accidental death.

A dividend at the rate of 4 per cent. per annum was yesterday declared at the adjourned half-yearly meeting of the Tower Subway Company.

The King of Italy arrived at Venice on Tuesday evening, and was received by the authorities and a number of the citizens in gondolas. The welcome offered to him by the Venetians is described as most enthusiastic. His Majesty is expected in Rome at the beginning of November.

The King of Spain entered Saragossa on horseback yesterday evening, and was most enthusiastically received by the people. The streets were gaily decorated and illuminated. It is expected that his Majesty will return to Madrid on Sunday.

The Commissioners under the Washington Treaty sat for the first time on Tuesday. The sitting was merely a formal one, but the business meetings of the Commission will commence shortly.

The Greek Chambers have been convoked for the 30th of October. It is expected that the Grand Duchess Dagmar of Russia will shortly pay a visit to Athens.

On Saturday last, the ex-Queen of Spain invited to her residence in Paris some hundreds of the notabilities of Spain, devoted to the younger branch of the Spanish Bourbons. The object of the meeting was to bring about a reconciliation among the different members of the Royal Family, and to effect a fusion of the Old Moderate Party with the Liberal Union attached to the Duke de Montpensier. A telegram from Paris, however, states that no reconciliation has yet taken place between the partisans of Queen Isabella and the Duke de Montpensier, and further, that such a reconciliation will be very difficult to effect. The fact of M. Thiers having officially received the young Prince of Asturias has given additional interest to the above movement, and caused much comment.

The *Court Circular* states that the Queen, though progressing favourably, is still unable to leave the Castle. The Princess of Wales, with her children, arrived at Marlborough House from the Continent yesterday morning.

An important address on training and technical education was delivered yesterday, by the Earl of Derby, before a Liverpool audience, in which the noble earl displayed his characteristic qualities, lucid arrangement, keen appreciation, and a tone of enthusiasm, subdued and controlled by his rare practical good sense.

The inquiry into the state of affairs in Hampstead Small-pox Hospital was resumed yesterday, when the principal witness examined was Mr. Aikman, one of the three medical assistants who resigned their offices, and called attention to the state of the hospital by a letter in the newspapers. Mr. Aikman was the only one of the three who had been invited by the head physician to remain, but he refused. His evidence generally went to confirm that already given about the tying down of patients, the insufficiency of food, and the want of a sufficient number of nurses, to which cause he attributed the fact that several children were found dead in their beds, without the nurses knowing anything of the matter. The inquiry was again adjourned to this day.

Consols yesterday were last quoted at a reduction of 3-16, to 92 9-16 to 92 11-16 for money and account. Foreign Securities and English Railway Shares, owing to the further efflux of gold from the Bank, were lower. The sum of £553,000 in sovereigns was withdrawn from the Bank. There was a strong demand for discount at the Bank. In Lombard-street and Cornhill there was a fair inquiry, but nothing of importance, the chief part of the business being carried to the Bank.

FRIDAY, Sept. 29th.

The ceremony of formally swearing-in the Sheriffs-elect of London and Middlesex was gone through at Guildhall yesterday, the Lord Mayor presiding. Mr. Richard Young, one of the sheriffs, was prevented by illness from being present, and one of his predecessors in office will therefore undertake Mr. Young's duties until he has recovered.

At yesterday's session of the Baptist Union resolutions were adopted protesting against the endowment of religious teaching under cover of the Elementary Education Act, and calling upon the Government to deal with the question of University fellowships.

Mr. Cypriani Potter, Principal of the Royal Academy of Music, has just died, at the age of 79. Mr. Potter, who was for many years one of the conductors of the Philharmonic Concerts, had long held a distinguished place in the ranks of musicians.

Mr. Mundella's proposed compromise for terminating the strike at Newcastle—that the men should sacrifice a portion of their wages to secure the three hours per week which now remain in dispute, was submitted to the men on strike yesterday for decision by ballot, and met with an almost unanimous acceptance by them.

There are more than 400 applications for music and dancing licences to be decided by the Middlesex magistrates at the October Quarter Sessions. An endeavour is to be made to obtain the restoration of the dancing licence to the Alhambra, which was taken away twelve months ago.

At the inquest upon the body of Mr. W. H. Wright, of Clapton, who was killed by falling down the Cynful waterfall, in Merionethshire, a verdict of accidental death was returned, and it was suggested that a fencing should be placed round the treacherous path down which the deceased had slipped to a depth of 54 feet, and lost his life.

The Alexandra Music-hall, in the Borough, was destroyed by fire last evening.

A bricklayer named Rose was yesterday convicted at the Clerkenwell Police-court of cruelty to his daughter, nine years of age, and of having committed a violent assault upon a policeman. He was sentenced to ten months' imprisonment, with hard labour, for the two offences.

Mr. d'Eyncourt, one of the Marylebone police magistrates, had before him yesterday the case of a woman who was charged with having illegally exposed a small-pox patient in a public conveyance. She was fined £3. 10s., including a sum as compensation to the cabman whose vehicle had been used to take the patient to the Small-pox Hospital without due notice.

It is said that the outrage lately reported from Comerford, county Kilkenny, is of an agrarian character.

Amongst the incidents of the late gales a distressing calamity is reported from the mouth of the Boyne. A brig, name unknown, went down south of Drogheda bar, with all hands on board.

M. Charles Jourdain, commenting in the *Siècle* on the grants of land to be made in Algeria to such of the inhabitants of Alsace-Lorraine as may desire to emigrate, condemns very strongly the measures adopted, particularly that which provides that all grants of land shall be made to those only who can justify the possession of at least 5,000 francs. "Where," says he, "would the United States and Australia have found their population and consequent wealth had such restrictive measures been brought to bear against emigration?"

The *Journal des Débats* has an article upon the organization of the French army on the Prussian system. "Upon this plan," it says, "exclusive of the army of Algeria, there would be 17 *corps d'armée* of 38,200 men each; and the Algerian army being composed of 60,000, the total of all arms would be over 710,000 men, including 444 battalions of infantry, 49 regiments of cavalry, and 264 batteries of artillery. Under this arrangement there would be an increase of 72 battalions of infantry, 131 squadrons (six companies each) of cavalry, and 100 batteries of artillery."

The *Figaro* of yesterday morning contains a letter, three columns long, addressed by Francis Magnald to the Imperial Prince at Chiselhurst, advising him not to participate in any conspiracy.

The fusion of the adherents of the Comte de Chambord with those of the Comte de Paris is, according to the *Correspondence Européenne* again affirmed in well-informed circles, also the intimacy of M. Thiers with the Duke d'Aumale, who seems, it is remarked, to keep aloof from his family's politics.

The *Siècle*, while recognising the right of Italy to pursue what home and foreign policy she pleases, says that France cannot admit that Italy may claim to undo accomplished facts, and ask for the return of Savoy and Nice. Such a pretension, it adds, would be so offensive that France could not endure it.

The last instructions of Prince Bismarck on the Alsace Treaty have been dispatched to Count Arnim at Paris, and are said to be conciliatory. The permanent committee of the National Assembly were to meet yesterday, and would probably discuss the terms of the treaty. M. Thiers was expected to be present. M. Pouyer-Quertier proposes modifications in the Anglo-French Treaty, augmenting the duties on cotton fabrics, woollen fabrics, and raw materials. The subscription to the City of Paris Loan closed on Wednesday evening, and the amount subscribed is ten times in excess of the amount required.

The Brazilian Chamber of Deputies has, after much opposition, adopted the bill for the emancipation of the slaves. It was to be brought before the Senate on its reassembling on the 15th instant.

The inquiry into the state of the Hampstead Small-pox Hospital was resumed yesterday. The whole day was taken up with the examination and cross-examination of Mr. Aikman, one of the assistant medical attendents, whose letter to the newspapers caused the inquiry. Mr. Aikman gave further evidence yesterday of neglect and inadequate attendance. He also stated that he made no written complaints of the abuses he witnessed because his verbal complaints were unattended to. The cross-examination of this witness will be proceeded with to-day.

The woman Harris, who is charged on her own confession with having cut the arms of her two children with a razor, was brought up before the magistrate yesterday, and remanded for medical examination, as it was thought there were traces of insanity in her manner. The wounds of the children do not appear to have been dangerous, and they are recovering.

Yesterday the Directors of the Bank of England raised the rate of discount from 3 per cent., at which it was fixed on the 21st instant, to 4 per cent. Consols were last quoted yesterday 92¼ to 92⅜ for money and account. Foreign securities with English Railways, in the face of the advance in the official rate of money were purchased and closed at a general advance. The sum of £31,000 in sovereigns was withdrawn from the Bank. There was a strong demand for discount at the Bank. In Lombard-street and Cornhill there was little fresh to report. The brokers, however, did not work below 4 per cent.

THE LOSS OF THE "MAGÆRA."

(London and China Express.)

The following extract from a private letter of Acting Lieutenant Jones contains some interesting particulars on the loss of the vessel:—

Shortly after the discovery of the leak, and when hand-pumps and bailing failed to keep the water down, a thrumbed-sail was prepared to be placed under the ship's bottom; but nobody being able to fix the position of the leak, and it having become requisite on June 14th to get steam up to pump the water out, the idea of using the sail was abandoned, and it was determined to make for St. Paul's with all possible speed, and there ascertain the extent of the damage. On our arrival divers were sent down. They reported a hole in the centre of a plate, on the port side, about twelve feet abaft the mainmast and eight feet from the keel. The inside was now examined in that vicinity, and it was found that many of the girders near the leak were carried away, and, further to increase our difficulties, the pumps occasionally got choked with small pieces of iron from the ship's bottom. It was also found that two plates near the leak were disjointed. Under these circumstances the captain decided that it was impossible to proceed to Australia; preparations were therefore made to land the crew. Accordingly the 16th, 17th, and 18th were employed in landing provisions and stores, and building tents.

June 19—The wind was so strong and the sea so heavy that boats could not work, and it was scarcely possible to keep clear of the rocks under steam, so it was determined to run for the bar and make the best of it, and this was very cleverly done. Everybody now went to work from daylight to dark landing stores and provisions. Two Frenchmen were found on the island; they said there was very little water and that it was seldom that a ship came in sight; however, our people found water on the high land, and we soon rigged up a condensing apparatus near the beach, which will supply all needful purposes so long as fuel lasts. There is a good deal of grass on the island, and there are many wild goats, also small wild cabbage, carrots, and cellery; fish and crayfish abundant, and easily caught.

About June 24th a ship was reported in sight. Fancy our excitement. I was on the beach, and so was sent away in the lifeboat in pursuit, and after running about five miles to cut her off, the ship passed, flying away to leeward under double reefed topsails and foresail, not apparently seeing us at all, and so we had to return thoroughly wet and cold, and glad enough were the captain and all hands to see us back, for it had long since been dark and there was a smart breeze. I was now ordered to be always ready to intercept any ship that came in sight; and go in her with despatches wherever she was bound. A letter-bag was kept in the sentry's charge, in which the captain's despatches to the Admiralty were kept, supposed to be always left with my portmanteau ready in the boat.

I had started on several other occasions in pursuit of vessels seen at a distance, but all in vain, till Sunday, July 16, when we were startled with the cry of "Sail ho!" We had not seen one for many days. I was at once afloat with the despatch-bag and portmanteau, and soon saw a large ship off the north point; so I stood out, and she shortened sail, and I found myself on board the Dutch ship *Aurora*, bound for Sourabaya, Java. Capt. Thrupp was away somewhere when I left, so I did not see him. However, I had my orders to go where any ship would take me, and communicate with the Admiralty and senior naval officer. The boat returned, and the master of the *Aurora* waited for some hours to see if anything else was wanted, and then shaped his course for Java. And when I began to look about me and examine the letter-bag next day, there was no letter from Captain Thrupp in it; nothing from him reporting the loss of the ship. His letter used always to be left in the bag in case of my having to start without seeing him. He must have had it out to make additions and never put it back again. So I shall have to write a report to the Admiralty of all I know about the loss of the ship, and I suppose I must be brief, and not anticipate the captain's report; at any rate, I have no official documents to guide me.

COMMERCIAL INTELLIGENCE.

NOVEMBER 17TH, EVENING.

The drug market has kept quiet and weak, with a small native demand for Patna at $712½; transactions have likewise been done at $707½ to $708¾ from speculators hands. Benares at $702½ to $707½, on cash and credit terms. Patna, 11th sales, on three weeks, $713¾ to $715. In Malwa nothing has been done, it is nominally quoted at $645 to $650.

NOVEMBER 18TH, MORNING.

Patna $707½ to $712½, unsteady; Benares $702½ to $707½; Malwa $645 to $650, nominal.

Bank Shares have again risen, old have changed hands at 64½ to 65 per cent. premium, and new at 63 per cent. premium for cash; nothing doing on time. In Fire Shares, Hongkongs are in demand at $565, Chinas are quiet at $61, and Victorias at $64. Nothing doing in other stocks.

SHARES.

Hongkong Bank Shares, Old—64 to 65 per cent. premium.
Hongkong Bank Shares, New—53 per cent. premium.
Union Insurance Society of Canton, new shares—$1,500 per share premium.
China Traders' Insurance Company's Shares—$2,500 per share premium.
China and Japan Marine Insurance—Tls. 92 per share premium.
Chinese Insurance Company.—$100 per share premium.
Hongkong Fire Insurance Company's Shares—$555 per share.
China Fire Insurance Company's Shares—$61 per share premium.
Victoria Fire Insurance Company's Shares—$64 per share premium.
Hongkong and Whampoa Dock Company's Shares—25 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—38 per cent. premium.
Shanghai Steam Navigation Company—Tls. 82 per share premium.
China Sea, Saigon, and Straits Steamship Company—5 per cent. discount.
China and Straits Steam Navigation Company—25 per cent. discount.
Hongkong Gas Company's Shares—$62 per share.
Hongkong Hotel Company's Shares—60 per cent. discount.
Hongkong Distillery Company—10 per cent. premium.
Indo-Chinese Sugar Company—$16 per share discount.
Hongkong Pier and Godown Company, Limited—$12 per share discount.

EXCHANGE.

ON LONDON.—
Bank Bills, at 3 months' sight, —
Bank Bills, at 6 months' sight, 4/4½
Credits, at 6 months' sight 4/5
Documentary Bills, at 6 months' sight 4/5½
Bank Bills on demand 4/3½
ON NEW YORK.—
Private, 5 months' sight .... —
ON BOMBAY.—Bank, 3 days' sight 220½
ON CALCUTTA.—Bank, 3 days' sight 220½
ON SHANGHAI.—
Bank, 3 days' sight 70½
Bank, 15 days sight 70¾
Private, 30 days' sight 71½

SALES ON NOVEMBER 17TH, 1871.
As reported by Chinese.

White Wax, 2 pieces, at $96.00, by Kin-fung to travelling merchant.
Borax, 1 piece, at $31.00, by Kin-fung to travelling merchant.
Red Dates, 270 piculs, at Tls. 4.0.0., by Kin-fung to travelling merchant.
Saigon Rice, 2,000 piculs, at $2.12, by Hop-hing to Hongkong merchant.
Saigon Rice, 1,000 piculs, at $2.10, by Hop-hing to travelling merchant.
Black Pepper, 50 bags, at $16.00, by Hop-hing to Canton merchant.
Shanghai Cotton, 50 bales, at $18.40, by Shun-kee to Chuen-shing.
Shanghai Cotton, 100 bales, at $17.90, by Ningpo merchant to Yuet-wo-loong.
Ningpo Cotton, 50 bales, at $19.65, by Wing-loong to Kin-hing-cheong.
Yellow Beans, 2,000 piculs, at $2.28, by Hing-tai to travelling merchant.
White Beans, 1,500 piculs, at $2.38, by Hing-tai to Tung-kwan merchant.

HONGKONG MARKETS.

As Reported by Chinese on the 17th November, 1871.

COTTON-GOODS.		
Cotton Yarn, No. 16 a 24	per picul	$113.00 a $115.00
" 28 a 32	"	115.00 a 120.00
" 38 a 42	"	127.00 a 136.00
Grey Shirtings, 7 a 7½ lbs	per piece	$2.20 a 2.25
" 8 a 8½ lbs	"	2.30 a 2.45
" 9 a 10 lbs	"	2.90 a 3.37
White Shirtings, 56 a 60 reed	"	2.25 a 2.40
" 64 a 66	"	2.60 a 2.75
" 68 a 72	"	2.95 a 3.50
White Spotted Do.	"	2.60 a 2.65
White Brocades	"	2.75 a 2.80
American Drills, 30 yards	"	2.80 a 3.90
" 40	"	3.10 a 4.30
Grey T-Cloths, 24 yds & 32 in. 7 lbs	"	2.40 a 2.45
" 24 " & 36 " 8 lbs	"	2.42 a 2.50
Dyed Spotted Shirtings	"	3.85 a 3.90
Dyed Brocade Do.	"	3.90 a 3.95
Dyed Damask Do.	"	6.00 a 6.25
Chintz	"	1.35 a 1.90
Handkerchiefs, Blue	per doz.	0.75 a 0.85
" Brown	"	0.75 a 0.72
" Red	"	0.70 a 0.80
Velvets, Black, 22 ins.	per yard	0.18 a 0.19
" Gentian, 22	"	0.36 a 0.29
Velveteens, Black	"	0.17 a 0.18
WOOLLEN GOODS.		
Spanish Stripes	per yard	1.58 a 1.85
Long Ells, MM Scarlet	per piece	8.10 a 8.20
" " Assorted	"	7.40 a 7.50
" HH Scarlet	"	8.10 a 8.20
" " Assorted	"	7.50 a 7.70
Camlets, SSS	"	19.00 a 19.50
" SS	"	21.00 a 21.50
" S	"	21.50 a 22.00
" D	"	21.50 a 22.00
" BBB	"	23.00 a 23.50
Lastings	"	14.50 a 15.00
METALS.		
Iron, Nail Rod Nos. 1 a 6	per picul	1.80 a 1.90
" Hoop	"	3.10 a 3.15
" Bar	"	2.75 a 2.80
" Small Round Rod	"	2.40 a 3.45
" Wire	"	6.50 a 6.75
Lead	"	6.10 a 6.20
Steel, English	per tub.	3.40 a 3.50
" Swedish	"	4.50 a 4.75
Tin, Malacca	per picul	37.00 a 37.50
Tin Plates	per box	8.50 a 8.25
Sheathing Metal	per picul	19.75 a 20.00
Quicksilver	"	95.00 a 96.50
Spelter	"	6.00 a 6.20
PRODUCE.		
Cotton, Shanghai	per picul	17.70 a 18.00
" Ningpo	"	19.00 a 19.50
" Tientsin	"	18.00 a 18.50
" Shantung	"	18.00 a 18.50
" Bengal	"	12.50 a 17.00
Alum	"	1.00 a 1.30
Sassamuns, Japan white	"	5.50 a 5.00
" Black	"	3.30 a 3.55
Rice, Bengal, Cargo No. 1	per picul	2.00 a 2.40
" " 2	"	2.30 a 2.35
" Siam, white	"	2.20 a 2.25
" " mill cleaned	"	2.25 a 2.30
" Manila	"	2.35 a 2.40
" Java	"	2.00 a 2.10
" Singapore	"	2.25 a 2.30
" Saigon	"	2.26 a 2.25
" Arracan	"	2.20 a 2.25
" Rangoon	"	2.35 a 2.40
Saltpetre	"	9.80 a 9.90
Coals, Afloat	per ton	
" English steam	"	10.00 a 11.00
" American Anthracite	"	10.00 a 10.50
" Sydney	"	10.00 a 10.50
Window Glass	per box.	2.40 a 2.45
Straits Produce, &c.,		
Rattans, Straits	per pcl.	5.00 a 5.50
" Banjar	"	4.30 a 4.45
Pepper White	"	26.00 a 27.00
" Black	"	14.50 a 15.80
Betel Nut	"	2.25 a 2.50
Sandal Wood Malabar	"	3.10 a 3.40
" South Seas	"	12.00 a 14.50
Sapan Wood, Manila	"	1.60 a 2.00
" Siam	"	2.20 a 2.50
Flour, California, per sack of 50 lbs.	"	1.70 a 1.80
" American, per barrel of 200 lbs.	"	7.50 a 7.70
Wheat, Tientsin	per pcl.	2.20 a 2.35
" California	"	2.45 a 2.50
Sugar, Canton white, 1 a 3	"	7.75 a 7.20
" Dk. Brown	"	3.00 a 3.20
" West Coast, Dk. Brown	"	3.30 a 3.50
" Manila, Dry White	"	4.20 a 4.30
" " Dk. Brown	"	3.75 a 3.80
Camphor, packed	"	13.00 a 13.50
Peas, White	"	2.10 a 2.35
" Green	"	2.75 a 2.80
" Black	"	1.90 a 2.00
" Yellow	"	2.25 a 2.30
Mushrooms, Japan	"	27.00 a 35.00
Seaweed, Green	"	3.25 a 3.50
" Cut	"	4.50 a 5.00
Mussels, Dry Siam large	"	8.00 a 13.00
" " small	"	4.25 a 4.50
Vermicelli, Tientsin	"	7.20 a 8.50
Bees Wax, Japan	"	54.00 a 57.00
" Hankow	"	97.00 a 98.00

Houses, Lands, Tenements, &c.

TO LET.

TO LET.

THE Two Commodious 8 Roomed HOUSES known as 1 and 2, Westbourne Villas, and situated on the Caine Road, Stabling, Flower and Kitchen Gardens. Gas and Water laid on. Apply to
RAWLING, MEDLEN & Co.
1251 Hongkong, 24th July, 1871.

TO LET,
(With possession on or about the 1st January, 1872).

THE PREMISES in Wyndham Street, now occupied by the "German Club." Water and Gas laid on. Apply to
WILSON & SALWAY,
Architects, &c.
tf 1846 Hongkong, 27th October, 1871.

TO LET,
With immediate possession.

THE Ground-floor of our PREMISES facing Queen's Road.
SANDER & Co.
tf 1505 Hongkong, 5th September, 1871.

HOUSES TO LET.

IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 47, *Wyndham Street*.
THOS. W. BARRINGTON.
tf 642 Hongkong, 11th March, 1867.

TO LET,
With possession early in April.

THAT very desirable RESIDENCE, Glanseskin House, now in the occupation of the Hon. J. PAUNCEFOTE.
For particulars, apply to
ROB. S. WALKER & Co.
tf 434 Hongkong, 10th March, 1871.

TO LET.

THREE first-class two story GODOWNS, situate on Inland lot No. 73, opposite Fletcher & Co.'s old premises, at present in occupation of the Military.
Possession can be had early in February.
Apply to
TURNER & Co.
tf 183 Hongkong, 30th January, 1871.

TO LET,
(With possession on 1st January, 1871).

THAT very desirable BUNGALOW, situate at *Pokfoolum*, and known as "BELMONT," at present in the occupation of J. MENKE, Esq. Bowling Alley, Coach House, 4-stalled Stable, &c., attached. Water laid on. Apply to
GILMAN & Co.
tf 2192 Hongkong, 17th December, 1870.

TO LET.

FIRST-CLASS Granite GODOWNS, at Wanchi. Apply to
ROB. S. WALKER & Co.
tf 41 Hongkong, 9th January, 1871.

TO LET.

FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 piculs capacity. Apply to
S. E. BURROWS & SONS.
tf 1790 Hongkong, 17th September, 1869.

BORIENTAL HOTEL OWLING ALLEYS.

Proprietor—J. BAYNES.

Wines and Spirits of the best quality only.
tf 1726 Hongkong, 11th October, 1871.

NOTICE.

THE undersigned, Sweet-meat Dealers' Shop, has been established at Canton for a number of years, and *we have no other branch elsewhere than the one established in this City.* The success of this most delicious and unrivalled Preserves has caused some impudent and evil disposed persons at Hongkong and Macao (who are eager to obtain money by illegal means), to apply the name of "CHY LOONG" to their own inferior Goods. Thus the Public is cheated; but what good will be to the evil disposed who will be punished by the visitation of God? The Public are, therefore, requested to send their orders direct to our establishment at Canton, Honam, and this is the only way in which they can obtain our Genuine Goods.
CHY LOONG,
Sweet-meat Dealers' Shop, Canton.
6m 1854 Canton, 30th October, 1871.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON *via* SUEZ CANAL	Ulysses (str.)		Hongkong	Butterfield & Swire	On or about the 28th inst.
LONDON	Carricks	Locke	Hongkong	Douglas Lapraik & Co.	Quick dispatch.
HAMBURG	Bertha	Rose	Hongkong	Wm. Pustau & Co.	Quick dispatch.
NEW YORK	Armin		Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Ilione	Rapson	Hongkong	Olyphant & Co.	Quick dispatch.
Do.	Early Morn		Hongkong	Russell & Co.	Quick dispatch.
SAN FRANCISCO	Quickstep	A. P. Chase	Hongkong	Russell & Co.	Quick dispatch.
Do.	Yosemite		Hongkong	Russell & Co.	Quick dispatch.
MELBOURNE & SYDNEY	Fairy Queen	Limmer	Hongkong	Russell & Co.	Quick dispatch.
DUNEDIN (N.Z.) & SYDNEY	Whirlwind	Graham	Hongkong	Rozario & Co.	Quick dispatch.
DUNEDIN (N.Z.) & M'BOURNE	Sea Gull	Marshall	Hongkong	Russell & Co.	Quick dispatch.
SOURABAYA	Naiad	Punch	Hongkong	Russell & Co.	Quick dispatch.
MANILA	Thales (str.)	Burnie	Hongkong	Douglas Lapraik & Co.	Quick dispatch.
Do.	Tita	Escribano	Hongkong	Remedios & Co.	Quick dispatch.
YOKOHAMA	Godavery (str.)	Fonche	Hongkong	Messageries Maritimes	Quick dispatch.
CHEFOO	G. C. Lorenz Meyer	Möller	Hongkong	Wm. Pustau & Co.	Quick dispatch.
NAGASAKI AND CHEFOO	Rebecca	H. Schopper	Hongkong	Wm. Pustau & Co.	Quick dispatch.
SHANGHAI	Rona (str.)		Hongkong	Olyphant & Co.	Quick dispatch.
STOW, AMOY, & SHANGHAI	Aden (str.)		Hongkong	P. & O. S. N. Co.	On the 22d inst., daylight.
SWATOW, AMOY & FOOCHOW	Kwang-Tung (str.)	Pitman	Hongkong	Douglas Lapraik & Co.	Quick dispatch.

For Sale.

VICTORIA EXCHANGE,

SAYLE & Co.,

SILK MERCERS, TAILORS, & GENERAL WAREHOUSEMEN,

Solicit inspection of the undermentioned Goods for the Autumn and Winter Season.

Black GLACES and GROS GRAINS.
Self Colored and Fancy SILKS.
A large Stock of Fancy and Broche POPLINS.
Black and Colored Silk VELVETS.
Black and Brown VELVETEENS.
Fancy DRESSES, in Reps, Serges, Silk and Wool.
MIXTURES, WINSEYS, and Printed ALPACCAS.
Wool PLAIDS, Clan Patterns.
French MERINOS and LAMAS, all Colors.
Black and Colored Dress TRIMMINGS, in Cotton, Mohair, Silk, and Satin.
Silk and Satin BUTTONS.
HABERDASHERY.
Scotch and Manchester MUSLINS.

Black and White Blond LACES.
Plain and Figured TULLES.
Real LACES, of all descriptions.
LINEN SETS.
LACE SETS and SLEEVES.
RIBBONS.
Ladies' and Children's HOSIERY.
Irish LINENS and LONG CLOTHS.
PRINTS and BRILLIANTS.

KID GLOVES, in Black, White and Colors; Our usual make. A fresh supply monthly during the Season.
Cloth, Woollen and Silk GLOVES.
Fancy Woollen HOSIERY, MITTS, CUFFS, Wool BOOTS, HOODS, Alexandra JACKETS and CAPES.

Self Colored Lama SHAWLS.
Wool Square and Long SHAWLS, Clan Patterns.
Cloth, Silk and Velvet JACKETS.

Ladies' and Children's made-up UNDER-CLOTHING, SKIRTS and SKIRTINGS.

Ladies' and Children's Straw and Felt HATS
Trimmed HATS and Millinery BONNETS.

White and Colored FLANNELS.

DRESS MAKING.

For Gentlemen's Advertisement see To-morrow's Issue.

AND AT CORNER OF
NANKIN AND SZECHUN ROAD,
SHANGHAI.

FOR SALE, *ex late Arrivals.*

PRIME HAMBURG MESS BEEF and PORK.
INDIA RUBBER PACKING, FLAT, from ⅛ in. to ½ in.
India Rubber SUCTION HOSE, all sizes.
do. do. HOSE, all sizes.
Fresh DUTCH HERRINGS.
Russian ANCHOVIES.
RYE FLOUR, in Tins.
Assorted Dried FRUITS, in Tins.
ALMONDS, RAISINS, and CURRANTS, in Tins.
German Assorted VEGETABLES, in Tins.
And,
OVERLAND HAM.
And,
EIDAM CHEESE.
At L. FRICKEL & Co.
1m 1940 Hongkong, 10th November, 1871.

AMONTILLADO, ...	per 1 doz.	Case	$13
PALE SHERRY,	" 1	"	$8
Superior MEDOC, ...	" 1	"	$6
Superior ST. JULIEN, ...	" 1	"	$10
Sparkling MOSELLE, ...	" 1	"	$14
G. H. Mumm's CHAMPAGNE,	1	"	$15
BRANDY, $6 to $12, ...	" 1	"	

REYNOLDS & Co.
tf 1679 Hongkong, 2nd October, 1871.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.

ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

NOW READY.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY WITH THE PUNTI AND MANDARIN PRONUNCIATION.

AN ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR scope and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

The scope of the work is so great, and its utilitarian purposes so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully, with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

For Sale.

FOR SALE.

Ex "Boiled Will," "Cornuvia," "Ambassador," &c., &c.

BASS & CO.'S OCTOBER BREW, in *hogsheads* and *kilderkins.*
Barclay & Co.'s PORTER, in hogsheads.
BEST JAMAICA RUM, in do.
BURKE'S DUBLIN STOUT, in quarts and pints.
BASS'S ALE, by Cameron and Saunders in quarts and pints.
Duff Gordon's SHERRIES, different scale.
Superior Old Vintage PORT.
Hennesey's BRANDY, 1 star and 3 stars.
AVH GIN, in red cases.
Krug & Co.'s CHAMPAGNE, in quarts and pints.
CROSSE & BLACKWELL'S OILMAN'S STORES.
HAMS, CHEESE, BACON, in tins.
Truffled PATES, FOIE GRAS, Preserved PROVISIONS of every description, American, English, Dutch, French and German VEGETABLES, in large assortment.
FINEST FRENCH BUTTER, in bottles.
PRIME DANISH BUTTER, in 7 lbs. Tins.
Sill's and Holstein BUTTER, in kegs.
RUSSIAN CAVIAR.
VANILLA BEANS.
TEYSSONEAUX JAMS, JELLIES, and FRUITS, in Juice and Brandy.
MENIER'S CHOCOLATE, *yellow, brown,* and *pink.*
At LAMMERT, ATKINSON & Co.
tf 906 Hongkong, 25th May, 1871.

FOR SALE.

CLARET, in wood.
ROAPILLION and BANDOL, in wood.
Breakfast and Dinner CLARETS, from $3 50 upwards.
Chateau LAFITTE.
Haute BRION.
Rhenish WINES, large assortment.
Sparkling HOOK and MOSELLE.
Haut BARSAC and SAUTERNE.
French LIQUEURS, CHARTREUSE, &c., &c., ABSYNTH.
Vermuth NOUILLY PRAT.
Wynaud FOKINKS, double Orange CURACOA.
At LAMMERT, ATKINSON & Co.
tf 907 Hongkong, 25th May, 1871.

FOR SALE.

ONE Superior High Pressure Horizontal STATIONARY STEAM ENGINE, complete, of 10 Horse Power.
One highly finished Extra-strong and Powerful Direct-acting Single Cylinder PORTABLE STEAM ENGINE, complete, of 12 Horse Power, manufactured by MESSRS. CHARLES D. YOUNG & CO., PERTH. Apply to
MELCHERS & Co.
3m 1426 Hongkong, 23rd August, 1871.

FOR SALE,
CHAMPAGNE:—
ROEDERER CARTE NOIR.
ROEDERER CARTE BLANCHE.
ROEDERER CARTE BLANCHE DORE.
ROEDERER GLADIATEUR.
SANDER & Co.,
Sole Agents for Hongkong and China.
tf 1694 Hongkong, 3rd September, 1869.

TATHAM'S BRANDY in 1 doz. cases
" SHERRY " 3 "
" PORT " 2 "
" CLARET " 1 "
BIRLEY & Co.

FOR SALE.

ONE 8 H.P. Horizontal Steam ENGINE with Boiler and Mountings, complete.
Two Albion PRINTING PRESSES.
One Columbian do.
One large Flotting MACHINE.
A Radial Drilling MACHINE.
One Crab WINCH.
One Self-acting SAW BENCH, complete, with one Saw.
One Vertical DRILL.
One Donkey PUMP.
For particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 894 Hongkong, 24th May, 1871.

SADDLERY.

AT COST PRICE.—A General ASSORTMENT from the BEST LONDON HOUSES.
Also,
Driving and Riding WHIPS.
BONNETT & Co.,
26, *Queen's Road,*
Hongkong
3m 1680 Hongkong, October 2nd, 1871.

The Chronicle and Directory for 1871.

NOW READY.

THIS Work, now in the NINTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1871" has been further augmented by the addition of a Chromo-lithograph plate of the

NEW CODE OF SIGNALS IN USE
AT THE PEAK;
also of the
VARIOUS HOUSE FLAGS;
MAPS OF HONGKONG, JAPAN,
and of the
THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work the *vade mecum* for all Public, Mercantile and General Offices.

As already announced, the Directory is published in Two Forms, Complete at $5, or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Copies may be obtained at the *Daily Press* Office, and of the following Agents:—
Messrs. BROWN & Co., Swatow.
" WILSON, NICHOLLS & Co., Amoy.
" HEDGE & Co., Foochow.
" KELLY & Co., Shanghai.
Mr. J. R. BLACK, *Japan Gazette* Office, Yokohama.
Messrs. TRUBNER & Co., Paternoster Row, London.
Mr. G. STREET, Cornhill, London.
Mr. F. ALGAR, Clement's Lane, London.
Messrs. BATES, HENDY & Co., Old Jewry, London.
Mr. L. P. FISHER, Merchants' Exchange San Francisco.

Vessels on the Berth.

STEAM TO
SWATOW, AMOY, AND SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ADEN,"

will leave for the above places at daylight on WEDNESDAY, the 22nd current.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 17th November, 1871. [5d 1980

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"KWANG-TUNG,"

Captain Pitman, will have immediate despatch for the above Ports.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
tf 1986 Hongkong, 17th November, 1871.

FOR SHANGHAI.
(Taking cargo at through rates to HANKOW).

THE U. S. N. Company's Steamer

"RONA,"

will have immediate despatch for the above Port.
For Freight or Passage, apply to
OLYPHANT & Co.,
Agents.
tf 1981 Hongkong, 17th November, 1871.

FOR LONDON *via* SUEZ CANAL,
Calling at SINGAPORE, *and taking Cargo, to be transhipped at* PORT SAID, *for the principal* PORTS *in the* MEDITERRANEAN *at through rates.*

THE O. S. S. Co.'s Steamship

"ULYSSES,"

will be dispatched on or about 28th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE.
14d 1972 Hongkong, 15th November, 1871.

FOR MANILA.

THE Steamship

"THALES,"

Capt. Burnie, to arrive from Amoy on or about Wednesday, 15th instant, will have immediate despatch for the above Port.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
tf 1960 Hongkong, 13th November, 1871.

FOR SOURABAYA.

THE A 1 British Barque

"NAIAD,"

297 Tons Register, Punch, Master, will be despatched as above on the 18th instant.
For Freight or Passage, apply to
RUSSELL & Co.
3d 1973 Hongkong, 16th November, 1871.

FOR MELBOURNE AND SYDNEY.

THE A 1 British Brig

"FAIRY QUEEN,"

of 213 tons Register, Limmer, Master, will have quick despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 1974 Hongkong, 17th November, 1871.

FOR LONDON,
Loading at Hongkong, Whampoa, and Macao.

THE British Ship

"CARRICKS,"

Capt. Locke, will have immediate despatch for the above Port.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
OR,
DEACON & Co.,
Macao and Canton.
tf 1975 Hongkong, 16th November, 1871.

FOR NAGASAKI AND CHEFOO.

THE German Brig

"REBECCA,"

H. A. Schopper, Master, shortly expected from Whampoa, will load as above and have quick despatch.
For Freight, apply to
WM. PUSTAU & Co.
tf 1954 Hongkong, 13th November, 1871.

FOR NEW YORK.

THE A 1 British Ship

"ILIONE,"

Rapson, Master, will load at this and Whampoa for New York, and will have quick despatch.
For Freight, apply to
OLYPHANT & Co.
tf 1943 Hongkong, 10th November, 1871.

FOR CHEFOO.

THE German barque

"G. C. LORENZ MEYER,"

Möller, Master, will load as above, and have quick despatch.
For Freight, apply to
WM. PUSTAU & Co.,
Agents.
tf 1923 Hongkong, 8th November, 1871.

FOR NEW YORK.

THE A 1 German Barque

"ARMIN,"

844 tons Register, will load at this and Whampoa, and have immediate despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1924 Hongkong, 8th November, 1871.

FOR DUNEDIN, (NEW ZEALAND,) AND MELBOURNE.

THE A 1 British Clipper-barque

"SEA GULL,"

Marshall, Master, having the greater portion of her Cargo engaged, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1632 Hongkong, 26th September, 1871.

FOR DUNEDIN (N.Z.) AND SYDNEY.

THE Clipper Ship

"WHIRLWIND,"

Capt. Graham, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above ports.
For Freight or Passage, apply to
ROZARIO & Co.
tf 1627 Hongkong, 25th September, 1871.

FOR MANILA.

THE A 1 Spanish Schooner

"TITA,"

Captain Escribano, will have very quick despatch to the above port.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 1913 Hongkong, 7th November, 1871.

FOR HAMBURG *(direct).*

THE German 3-masted Schooner

"BERTHA,"

Rose, Master, will load as above at Whampoa and Macao, and have quick despatch.
For Freight, apply to
WM. PUSTAU & Co.
tf 1611 Hongkong, 22nd September, 1871.

FOR SAN FRANCISCO.

THE A 1 American Clipper-barque

"QUICKSTEP,"

A. P. Chase, Master, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1783 Hongkong, 18th October, 1871.

Vessels on the Berth.

FOR SAN FRANCISCO.
To follow the "Quickstep."

THE A 1 American Ship

"YOSEMITE,"

will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1784 Hongkong, 18th October, 1871.

FOR NEW YORK.

THE A 1 British Ship

"EARLY MORN,"

will load at Whampoa as above, and have immediate despatch.
For Freight, apply to
RUSSELL & Co.
tf 1785 Hongkong, 18th October, 1871.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, MARSEILLES;
ALSO,
BOMBAY, PONDICHERY, MADRAS, CALCUTTA.

ON WEDNESDAY, the 22nd November, at noon, the Company's S. S. "*HOOGLY,*" Commandant RAPATEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 o'clock P.M. on the 21st November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.
C. BERTRAND,
Principal Agent.
Hongkong, 16th November, 1871.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE Steamship "*AMERICA,*" will leave Hongkong for San Francisco via Yokohama on TUESDAY, the 12th of December next, at 3 o'clock P.M., taking Passengers, Mails and Freight, for the United States, Canada, Central and South America, and Europe.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

The "*AMERICA*" will be due at San Francisco January 16th, 1872, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York and for all the principal cities in the interior and upon the Atlantic Seaboard. The time between San Francisco and New York by First-class Passenger trains is six days and twenty hours; and the distance 3,312 miles.

The Silver Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comfort and convenience.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Through Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, and San Francisco, for the Overland Railroad, and to Europe by connecting Lines of Steamers. The Overland Railroad Companies *Guarantee* 12 days time for Silk and 18 days for Teas and General Merchandise, between San Francisco and New York.

Favorable arrangements have been made for Through Passengers and Freight to America from Calcutta, Penang and Singapore, and from Swatow, Amoy and Foochow.

Return Passage Tickets issued at a reduction of 20%, on regular rates.

Value and weight of Parcel Packages required; all Packages should be marked to address in full.

No Freight received after noon of the 10th prox. No Parcel Packages received after 5 P.M. same day.

For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*
T. A. HARRIS,
Agent.
Hongkong, November 11th, 1871.

TAKASIMA COLLIERY,
NAGASAKI.

THE Undersigned are prepared to supply Coals from the Takasima Colliery (8 foot seam), in quantities as required, to be delivered on board ship in this Harbor.

Note.—The Specific Gravity of Takasima Coal is 1.245, it contains 82.07 per cent. of Carbon, and is admitted to be fully equal to the best English North Country Coal for steaming and all other purposes.
GLOVER & Co.
Agent in Hongkong,
NORTON, LYALL & Co.
tf 1951 Nagasaki, Japan, October, 1870.

GEORGE GLASSE,
(FIVE YEARS MANAGER TO KINSFORD & Co., PICCADILLY, LONDON, AND 28, PLACE VENDOME, PARIS),
ENGLISH AND FOREIGN CHEMIST
VICTORIA DISPENSARY,
HONGKONG AND YOKOHAMA.
SHIPS' MEDICINE-CHESTS SUPPLIED AND REFITTED.
tf 2036 Hongkong, 3rd September, 1867.

INFANT LIFE.

The importance of proper food for young children has occupied the attention of medical men for many years, and Dr. Barker, the well-known London Physician, has certified to the great value of the Food prepared by "Savory & Moore," the Chemists to the Royal Families of England, France and Belgium. Merit alone has caused it to be used in the Royal Nurseries, and the public can purchase it with full directions of any Chemist or Storekeeper, but be sure that "Savory & Moore's" names and address, 143, New Bond Street, appear on the labels. 1y 366 Feb. 25

FRAUD.

ON the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the
LABELS
Of MESSRS. CROSSE & BLACKWELL,
London, and was sentenced by Mr. Justice Phear to
TWO YEARS RIGOROUS IMPRISONMENT;
and on the 30th of the same month, for
SELLING SPURIOUS ARTICLES
bearing Labels in imitation of Messrs. CROSSE & BLACKWELL's, Sheik Bachoo was sentenced, by the Suburban Magistrate at Sealdah, to
TWO YEARS RIGOROUS IMPRISONMENT.

CAUTION.—Any one *selling spurious oilmen's stores,* under Crosse & Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all bottles and jars when emptied. The GENUINE Manufactures, the corks of which are all branded with Crosse and Blackwell's name, may be had from every respectable dealer in India. [Alt 1022 June 17

榮記煤炭
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Endicott's Lane,* and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 699 Hongkong, 24th April, 1871.

廣元馨呂宋煙鋪

THE undersigned begs to inform the Public that he has all sorts of Old CIGARS, HAVANA, CAVITE and MANILA, in small and large boxes, best TOBACCO, and prepared TOBACCO for Sale at an agreeable prices.
For particulars, apply to
KWONG YUEN HING,
No. 61, Queen's Road,
Next to the entrance of the Central Market.
6m 1464 Hongkong, 29th August, 1871.

Post-Office Notifications.

A mail will close.

Supplementary Mail for Swatow and Shanghai, per *Norna,* will close at 11.30 A.M. to-day, the 18th instant.

For Port Elizabeth and Cape Town,—Per *Elze,* to-day, the 18th instant, at 3.30 P.M.

For Swatow, Amoy, and Shanghai.—Per *Aden,* on Tuesday, the 21st instant, at 5 P.M.

MAILS BY THE "*FRENCH PACKET.*"

The French Mail Packet "*HOOGLY,*" will be dispatched on WEDNESDAY, the 22nd instant, at noon, with the Mails—

To and through the United Kingdom *via Marseilles;* to France and other Continental States (in a closed mail to France), to Saigon, Singapore, Galle, India, Aden, Seychelles, Reunion and Mauritius, Suez and Alexandria.

The Post Office will be open for the reception of Ordinary Letters, Newspapers, Books, &c., until 11 A.M. on the 22nd instant, after which no Letters can be received.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 21st instant.

Letters for Registration will be received until 10 A.M. on the 22nd instant.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 13th November, 1871.

Arrangements having been made by the French Post Office for embarking and disembarking the British Overland Mails to and from France at Brindisi, thereby necessitating the payment by the French Post Office of a transit rate to the Italian Post Office, it has been determined to augment the rate of postage on letters exchanged in the direct Mails between Hongkong and the French Post Office.

The rates of postage chargeable in Hongkong upon letters sent to France and countries through France will, in future, be as follows, viz.:—

To France, Algeria, the French Offices in Turkey (except Constantinople), and the Office at Tunis and Tangiers, 22 cents per ¼ ounce.

To Jaffa, Beyrouth, Tripoli (Syria), Latakia, Alexandretta, Messina, Rhodes, Smyrna, Mitylene, the Dardanelles, Gallipoli, Ineboli, Kerassun, Salonica, Samsoun, Sinope, Sulina, Trebizond, Tultcha, Varna, Galatz, and Ibraila, 22 cents per ¼ ounce.

To *Spain* and *Gibraltar,* 24 cents per ¼ ounce.

To the Grand Duchies of Luxemburgh and Baden, Belgium, the Netherlands, Portugal, Rhenish Prussia, Bavaria, Wurtemburg, the Principalities of Hohenzollern, Birkenfeld, Hesse-Homburg, Lippe, Schwartzburg-Rudolstadt and Reuss, the Duchies of Nassau, Saxe-Coburg-Gotha and Saxe-Meiningen-Hildburghausen, Hesse-Electoral, Hesse-Darmstadt, the Duchy of Saxe-Weimar-Eisenach, the Free Cities of Frankfort-on-the-Maine, Hamburgh, Bremen, and Lubeck, Switzerland, and Italy, 26 cents per ¼ ounce.

To *Countries beyond Sea without distinction,* 28 cents per ¼ ounce.

To Prussia (Rhenish Provinces excepted), Hanover, Saxony, the Grand Duchies of Mecklenburgh Schwerin and Mecklenburgh Strelitz, Duchy of Brunswick, Grand Duchy of Oldenburg (the Principality of Birkenfeld excepted), the Duchy of Anhalt, the Austrian Provinces, Belgrade, *Servia* (Belgrade excepted), *Montenegro,* Schleswig and Holstein, 30 cents per ¼ ounce.

To Denmark, the Papal States and Austria, 32 cents per ¼ ounce.

To Moldavia, Wallachia, Turkey in Europe, Sweden, Norway, Poland, and Russia, 44 cents per ¼ ounce.

Pre-payment is compulsory in the case of Letters for Spain, Gibraltar, Countries beyond Sea, Servia (Belgrade excepted), and Montenegro.

Letters may be registered to all the above places, except Spain, Portugal and Gibraltar, and the Austrian Provinces; the fee for registration is the same amount as the postage on each letter respectively.

Newspapers and Prices Current cannot be prepaid.
F. W. MITCHELL,
Postmaster-General.
General Post Office,
Hongkong, 13th February, 1871.

It is hereby notified for general information that, the Postage (which must be paid in advance) upon letters addressed to Prince Edward Island, will henceforward be as follows, viz.:—

When forwarded via Brindisi .... 42 cents each half-ounce.
When forwarded via Marseilles .... 36 cents each half-ounce.
When forwarded via Southampton .... 28 cents each half-ounce.
F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 28th July, 1870.

It is hereby notified that, pending the completion of negociations now being carried on with the Italian Post Office, under which it is proposed to establish a regular exchange of direct Mails between Hongkong and the Continent of Europe via Brindisi, Letters for the Continent forwarded by *British Mail Packet,* when specially addressed via Brindisi, will be sent in the Mails for the British Post Office at Alexandria, paid to that place only, whence they will be forwarded via Brindisi, as directed.

The postage, which must be paid in advance is 12 cents per ½-ounce on Letters, one penny on each Newspaper or Price Current, and six cents for each four ounces on Book Packets and Packets of Patterns, and such correspondence is liable to a further charge on delivery.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 12th July, 1871.

It is hereby notified for general information that on and after the 1st August next, the Commission chargeable on Money Orders issued upon the United Kingdom at Hongkong, Shanghai, and Yokohama will be as follows, viz.:—

On sums not exceeding £2 .... 18 cents.
Above £2 and not exceeding £5 ... 36 "
Above £5 and not exceeding £7 ... 54 "
Above £7 and not exceeding £10 .. 72 "
F. W. MITCHELL,
Postmaster General
General Post Office,
Hongkong, 15th July, 1870.

It is hereby notified for general information, that the Postage on Letters addressed to Norway, when forwarded *via Southampton,* will henceforward be 36 cents for each half ounce which may either be paid in advance, or it may be left to be collected on delivery of the Letters. Unpaid Letters will be subject to an additional charge on delivery.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 23rd August, 1870.

It is hereby notified that henceforward the rates of postage which must be paid in advance, chargeable on Packets of printed papers or patterns of light weight sent from Hongkong to the United Kingdom by the United States Packets via San Francisco, will be as follows, viz:—

For a packet not exceeding 1 ounce in weight .... 2 cents
For a packet above 1 ounce not exceeding 2 ounces .... 4 "
For a packet above 2 ounces not exceeding 4 ounces .... 8 "
and eight cents for every additional four ounces.

These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers, as well as to Books and Trade Patterns or Samples.
F. W. MITCHELL,
Postmaster General
General Post Office,
Hongkong, 12th April, 1870.

It is hereby notified that arrangements have been completed under which correspondence from Hongkong may be forwarded to Nagasaki via Shanghai, and to Hiogo via Yokohama, by United States' Mail Packets, and that Letters for Hongkong and places beyond Hongkong, may be forwarded from Nagasaki and Hiogo by means of the United States' Packets via Shanghai and Yokohama respectively.

The rates of postage chargeable on such correspondence is four cents for each half-ounce on Letters, two cents on each Newspaper, and two cents on each two ounces of Books and Packets of Samples of Merchandize, in addition to the Rates specified in the Table of Rates of Postage at present in force.
F. W. MITCHELL,
Postmaster General.
Hongkong, 16th January, 1871.

Extracts.

Taine's "Notes on England."

M. Taine, whose essays on English authors, and whose "History of English Literature," have deservedly attracted as much attention in this country as in France, is now publishing in the columns of the Paris *Temps* some "Notes on England," written during his sojourn here. Some of these "Notes" possess special interest for English readers. That one of which a translation follows is headed "Walks about London:"

I have been elected member of the Athenæum Club for a month. This club is a select and central place of meeting, where one can dine and study. It is almost a palace, and is surrounded by similar palaces, reminding one of our Place Louis XV. It has a peristyle view of a garden, very spacious rooms. The servants in livery are numerous, attentive, quiet. Every modern and desirable luxury is found there. The library contains 40,000 volumes; the reading-room is splendid, containing all the reviews, in all languages; all new publications; easy chairs, as comfortable in summer as in winter. At night sun-burners in the ceiling diffuse a subdued light over the sombre woodwork. Every want is provided for; all the senses are soothed by a multitude of trifling attentions due to skilful, comprehensive, and perfect forethought. Close at hand is another place—the Travellers' Club—of a similar character. How well they know how to organise comfort!

I have letters of introduction and a ticket of admission to the British Museum. About the Grecian marbles, the original Italian drawings, about the National Gallery, the Hampton-Court galleries, the pictures at Buckingham Palace and Windsor Castle, and private collections, I shall say nothing. Still, what marvels and what historical documents are all these things, five or six specimens of high civilization manifested in a perfect art, all differing from that which I now examine, and so well adapted for bringing into relief the good and the evil. To do that would fill a volume by itself. The Museum library contains 600,000 volumes; the reading-room is vast, circular in form, and covered with a cupola, so that no one is far from the central office, and no one has the light in his eyes. All the lower stage of shelves is filled with works of reference—dictionaries, collections of biographies, classics of all sorts—which can be consulted on the spot, and which are excellently arranged. Moreover, a small plan placed on each table indicates where they are placed and the order in which they stand. Each seat is by itself; there is nothing in front but the woodwork of the desk, so that no one is annoyed by the presence of his neighbour. The seats and the tables are covered with leather, and are very clean. There are two pens to each desk, the one being a steel, the other a quill pen. There is also a small stand at the side, upon which a second volume, or the volume from which extracts are being copied, may be placed. To procure a book, the title is written on a form, which is handed to the central office; the attendant brings the book to you himself, and thus so without delay. I have tried, and found this to apply even to works seldom asked for. The holder of the book is responsible till he has received back the form filled up when he applied for it. For ladies a place is reserved, which is a delicate piece of attention. What a contrast if we compare this with our great library at the Louvre, with its long room, with half of the readers dazzled by the light in their eyes, these readers being packed together at a common table, the titles of the books called out in loud tones, the long time spent in waiting at the central office. The French Library has been reformed according to the English model, yet without being rendered as convenient. Nevertheless, ours is the more liberally conducted: its doors are open to all comers. Here one must be a "respectable" person; no one is admitted unless vouched for by two householders. This is said to be enough; as it is, those gain admission who are worse than shabby-men in working clothes, and some without shoes; they have been introduced by clergymen. The grant for buying new books is seven or eight times larger than with us. When shall we learn to spend our money in a sensible way?

In other matters the English are not so successful, such as the Crystal Palace at Sydenham, for instance, which formed the building for the Great Exhibition, and which is now a sort of museum of curiosities. It is gigantic, like London itself, and like so many things in London, but how can I pourtray the gigantic? All the ordinary sensations produced by size are intensified several times here. It is two miles in circumference and has three stories of prodigious height; it would easily hold five or six buildings like our Palais d'Industrie, and it is of glass. It consists first of an immense rectangular structure rising towards the centre in a semicircle like a hothouse, and flanked by two Chinese towers; then on either side long buildings descend at right angles, enclosing the garden with its fountains, statues, summer houses, strips of turf, groups of large trees, exotic plants, and beds of flowers. The acres of glass sparkle in the sunlight; at the horizon an undulating line of green eminences is bathed in the luminous vapour which softens all colours and spreads an expression of tender beauty over an entire landscape. Always the same English method of decoration: on the one side a park and natural embellishments which, it must be granted, are beautiful and adapted to the climate; on the other the building, which is a monstrous jumble, wanting in style, and bearing witness not to taste but of English power. The interior consists of a museum of antiquities, composed of plaster facsimiles of all the Grecian and Roman statues scattered over Europe; of a museum of the Middle Ages; of a *renaissance* museum; of an Egyptian museum; of a Nineveh museum; of an Indian museum; of a reproduction of a Pompeian house; of a reproduction of the Alhambra. The ornaments of the Alhambra have been moulded, and these moulds are preserved in an adjoining room as proofs of authenticity. In order to omit nothing, copies have been made of the most notable Italian paintings, and these are daubs worthy of a country fair. There is a huge tropical hot-house, wherein are fountains, swimming turtles, large aquatic plants in flower, the Sphinx and Egyptian statues sixty feet high, specimens of colossal or rare trees, among others the bark of a Sequoia Californis, 450 feet in height, and measuring 116 feet in circumference. The bark is arranged and fastened to an inner framework in such a manner as to give an idea of the tree itself. There is a circular concert room with tiers of benches as in a Coliseum. Lastly, in the gardens are to be seen life-size reproductions of antediluvian monsters, megatheriums, deniotherums, and others. In these gardens Blondin does his tricks at the height of a hundred feet. I pass over half the things; but does not this conglomeration of odds and ends carry back one's thoughts to the Rome of Cæsar and the Antonines? At that period also pleasure-palaces were erected for the sovereign people; circuses, theatres, baths, wherein were collected statues, paintings, animals, musicians, acrobats, all the treasures and all the oddities of the world; pantheons of opulence and curiosity; genuine bazaars where the liking for what was novel, heterogeneous, and phantastic ousted the feeling of appreciation for simple beauty. In truth, Rome enriched herself with these things by conquest, England by industry. Thus it is that at Rome the paintings, the statues, were stolen originals, and the monsters, whether rhinoceroses or lions, were perfectly alive and tore human beings to pieces; whereas here the statues are made of plaster and the monsters of gold-beater's skin. The spectacle is one of second class, but of the same kind. A Greek would not have regarded it with satisfaction; he would have considered it appropriate to powerful barbarians who, trying to become refined, had utterly failed.

Last Sunday and the preceding Sunday open-air preachers, with their Bibles and umbrellas, were plying their mission in Hyde-park; these were laymen who felt impelled to communicate their religious impressions to the public. On another Sunday I saw two men in frock coats and black hats singing psalms on the green of a village forty miles from London. I was told this was no uncommon sight, especially when the afternoon sermon had been good, as the hearers brought away with them overplus of fervour which required vent. They had long lean bodies, nasal voices, upturned eyes; they were surrounded by twenty persons improving themselves by the performance. Zeal is very keen, particularly among the Dissenters; their youths have duties assigned to them; one occupies himself on Sunday in distributing tracts at an appointed corner; another holds a meeting of bargemen on Thursday, and expounds the Bible to them. Even at the present day female Methodist preachers may be heard; it is said that one of the most notable authoresses of the age began life in this vocation. In Paris itself we sometimes experience the operation of this eccentric form of piety. For instance, the Rev. Reginald —— advertised his sermon with the invitation printed in large type, "Come to Jesus." Indeed, the maxim of this sect is that the most hardened sinner may be instantaneously converted by an act of grace. The Rev. Reginald —— ascended the pulpit, gave out his text, and then presented one of his flock, a healthy and stout young man, as an example and visible token of success. The latter opened his lips and said, "Yes, my brethren, I have been a vile sinner; but the grace of God has touched me, &c., &c." This is a truly English method of procedure; it consists in producing the document, the tangible proof, the living specimen, after the fashion of a zoologist, to uphold a spiritual doctrine.

(To be continued.)

Insurances.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Société anonyme libre au Capital de 6,000,000 de francs (un quart versé.)

THIS Company, being associated for purposes of Marine Insurance in the Far East, with the
LLOYD FRANÇAIS, Capital of 6,000,000 fres.,
And with the CIE FRANCAISE D'ASSURANCES MARITIMES,
Capital of........................ 5,000,000 fres.,
Offers to the ASSURED the Security of a collective Capital of........................17,000,000 fres.
Agencies established, and Policies made payable in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.
The undersigned having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or coastwise, at current rates.
RUSSELL & Co.
tf 1377 Hongkong, 23rd July, 1870.

PACIFIC INSURANCE COMPANY, OF SAN FRANCISCO, CALIFORNIA.

LOSSES payable without extra charge in SAN FRANCISCO, NEW YORK, LIVERPOOL, or LONDON.
MERCHANDISE with average accepted at current rates by STEAMERS and strictly A 1 SAILING VESSELS.
OVERLAND RAILROAD.
Risks Free of Particular average accepted from SAN FRANCISCO to any city in the UNITED STATES not south of ST. LOUIS, by RAIL, at one half per cent. net.
RUSSELL & Co., *Agents, Hongkong and Shanghai.*
tf 9701

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	¼ of the annual rate
Not exceeding 1 month	½ of the annual rate
Above 1 month, and not exceeding 3	,, ½ do. do.
Above 3 months and not exceeding 6	,, ¾ do. do.
Above 6 months the full annual rate.	

GIBB, LIVINGSTON & Co.
Agents, Imperial Fire Insurance Company.
tf 675 Hongkong, 13th August, 1869.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.
AUGUSTINE HEARD & Co.
tf 1351 Hongkong, 7th June, 1867.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.
HOLLIDAY, WISE & Co.
tf 777 Hongkong, 25th April 1870.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER. *Agent.*
tf Hongkong, 1st July, 1867.

NOTICE.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents of the above Insurance Company, are prepared to issue Policies against Marine risks on Freight and Cargo at Current rates, subject to a discount of 15 %.
BUTTERFIELD & SWIRE.
tf 1753 Hongkong, 1st October, 1870.

THE ROYAL EXCHANGE ASSURANCE OF LONDON.

THE Undersigned having been appointed Agents of the above Corporation, are prepared to grant Policies against Fire at current rates.
BUTTERFIELD & SWIRE, *Agents, 4, Praya.*
tf 1569 Hongkong, 26th August, 1870.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.
The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.
GIBB, LIVINGSTON & Co.
Hongkong, 1st January, 1867.

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED, (OF LONDON).

THE Undersigned having been appointed Agents for the above Company at this Port, Shanghai, Foochow, Hankow, and Yokohama, are prepared to accept Marine Risks at Current Rates.
GILMAN & Co., *Agents.*
tf 437 Hongkong, 9th March, 1871.

MERCHANTS MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms.
OLYPHANT & Co.
tf 1292 Hongkong, 2nd July, 1869.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THIS Company grants Policies on Marine Risks at the established local Rates, to all parts of the World.
In addition to the usual brokerage, thirty per Cent. (30%) of the Profits will be returned as Bonus to all contributors of business, whether Shareholders or not, rateably in proportion to the amount of Net Premia contributed.
No Policy Fees charged.
WM. PUSTAU & Co., *Agents.*
tf 1402 Hongkong, 27th July, 1870.

Insurances.

PACIFIC INSURANCE COMPANY. SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.
RUSSELL & Co.
tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.
RUSSELL & Co.
tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
In addition to the usual brokerage, this Association returns to the assured *Twenty per cent. of its yearly profits*, divided *pro rata* to the net premium contributed.
RUSSELL & Co., *Secretaries.*
tf 1089 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.
RUSSELL & Co.
tf 1022 Hongkong, 1st April, 1865.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.
AUGUSTINE HEARD & Co., *Secretaries.*
tf 557 Hongkong, 1st April, 1871.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month	¼ of the annual rate
Above 1 month, and not exceeding 3	,, ½ do. do.
Above 3 months and not exceeding 6	,, ¾ do. do.
Above 6 months the full annual rate.	

GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.
tf 696 Hongkong, 7th April 1868.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days,	¼ of the annual rate.
Not exceeding 1 month,	¼ do. do.
Above 1 month and not exceeding 3 months	½ do. do.
Above 3 months and not exceeding 6 months	¾ do. do.

NORTON, LYALL & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, is prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.
NORTON, LYALL & Co.
tf 241 Hongkong, 22nd January, 1870.

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.
No. 11, LOMBARD STREET, LONDON, E.C.
ESTABLISHED 1821.
And empowered by special Acts of Parliament.

Subscribed Capital—£2,000,000, Sterling.

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.
OLYPHANT & Co.
tf 2317 Hongkong, 7th December, 1869.

IMPERIAL FIRE INSURANCE COMPANY
REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents.	½ per cent.
Otherdwelling Houses, used strictly as such, and their contents.	¾ per cent.
Godowns, Offices, Shops, &c., and their contents.	1 per cent

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company
tf 864 Hongkong, 7th March, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents.	½ per cent. perannum
Otherdwelling Houses used strictly as such, and their contents.	¾
Godowns, Offices, Shops, &c., and their contents.	1 ,,

GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.
tf 886 Hongkong, 10th March, 1865.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	¼ of the annual rates
Not exceeding 1 month	¼ do. do.
Above 1 month, and not exceeding three months.	½ do. do.
Above 3 months, and not exceeding six months....	¾ do. do.
Above six months the full annual rate.	

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.
tf 678 Hongkong, 26th August, 1869.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.
GIBB, LIVINGSTON & Co.
tf Hongkong, 24th August, 1864.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—

Detached and semi-detached Dwelling Houses (removed from the town) and their contents.	½ per cent
Other Dwelling Houses (similarly situated) and their contents	¾ per cent.
Offices and Godowns and their contents.	1 per cent.

Other Risks by Special arrangement.
The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days	⅛th per cent.
Not exceeding.................. 1 month	¼ per cent.
Above 1 month, and not exceeding..................	3 ,, ½ ,,
Above 3 months, and not exceeding..................	6 ,, ¾ ,,
Above 6 months, the full annual rate of 1	,,

ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1763 Hongkong, 13th September, 1868.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.
AUGUSTINE HEARD & Co.
tf 471 Hongkong, 6th March, 1868.

Business Announcements.

LEA AND PERRINS' Celebrated WORCESTERSHIRE SAUCE,
DECLARED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE.
CAUTION AGAINST FRAUD.
The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to
ASK FOR LEA & PERRINS' SAUCE,
and to see that their names are upon the *wrapper, labels, stopper,* and *bottle.* Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins' have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against *Manufacturers* and *Vendors* of such, or any other imitations by which their right may be infringed.
Ask for LEA & PERRINS' Sauce and see Name on Wrapper, Label, Bottle, and Stopper.
Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen universally. [1y 186 Jan 21

MELTON MOWBRAY PIES,
FOR
BREAKFAST, LUNCHEON, HUNTING PARTIES, &c.
JOHN MOIR & SON, ABERDEEN.
Beg to inform the Public that they have succeeded in preparing these celebrated Pies for use in India; and they may now be had from the best Provisioners in Calcutta or Bombay. [12i 1871 Nov. 4

DINNEFORD'S FLUID MAGNESIA
The best remedy for Acidity of the STOMACH, HEARTBURN, HEADACHE, GOUT and INDIGESTION; and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for *regular* use in Warm Climates.
DINNEFORD & Co., Chemists, London, and of Druggists and Storekeepers throughout the world.
N.B.—Ask for DINNEFORDS' MAGNESIA, and use DINNEFORD'S Friction Gloves and Belts.
1y 134] Agents.—A. S. Watson & Co., Hongkong. [Jan 2

J. & E. ATKINSON,
Wholesale and Export Perfumers, and Fancy Soap Manufacturers.
24, OLD BOND STREET, LONDON.
Established 1799.
Prize Medals, London, 1862. Paris, 1867.
Atkinson's Celebrated White Rose and other Perfumes
Atkinson's Celebrated Eau de Cologne.
Atkinson's Celebrated Brown Windsor Soap, &c.
N.B.—All Perfumes manufactured "in Bond," and shipped duty free at great reduction.
PRICE LIST ON APPLICATION.
CAUTION—Many spurious imitations are now sold of Messrs. J. & E. ATKINSONS' Goods; orders should therefore be sent direct or through commission houses of repute. These goods may be had of all respectable dealers throughout India and China. 1y 602 April 8

BRAGG'S VEGETABLE CHARCOAL OR PURE CARBON
is one of the most Effectual Preservers of Health ever offered to the public. By its action in absorbing all impure gases in the stomach and bowels, it affords speedy relief in all cases of ACIDITY, BILE, DYSPEPSIA, INDIGESTION, IMPURE BREATH, &c., and is invaluable in cases of, and is the best known preventative to Yellow and other Fevers. It is largely used and recommended by all the highest medical authorities in England. Sold in Bottles by
J. L. BRAGG, 2, Wigmore St., Cavendish. Sq., London. Agents for Hongkong: Messrs. A. L. WATSON & Co., dispensary. [1y 1469 Aug. 19

ALL WHO SUFFER FROM INDIGESTION SHOULD USE NORTON'S CAMOMILE PILLS.
Sold everywhere.
26i 328] Bottles 1s. 1½d., 2s. 9d., and 11s [F. 25

A NEW HAT for Civilians has been introduced by J. ELLWOOD & SONS, sole Inventors, Patentees, and Manufacturers of the AIR-CHAMBER HELMETS, which are universally acknowledged as so great a boon by all residents in hot climates. The New Hat has the advantage of the Air Chamber Principle, combined with greater capabilities of adapting itself to the form of the head than any hat hitherto in use, being at the same time neat in appearance and very light in weight. J. ELLWOOD & SONS are also Sole Manufacturers of the Indian Regulation Cork Helmets without India-Rubber.
Manufactory—24, Gt. Charlotte St., Blackfriars, S.E.; Sample Rooms—99, Gracechurch street, E.C., London.
A26i 1119] [July 1

YARROW AND HEDLEY'S SMALL STEAMERS AND STEAM LAUNCHES.
Built of Wood, Iron or Steel.
23 feet long...seats for 8 persons...complete from £145.
30 feet long...seats for 14 persons...complete from £105.
37 feet long...seats for 20 persons...complete from £245.
43 feet long...seats for 30 persons...complete from £300.
50 feet long...seats for 60 persons...complete from £650.
Steamers up to 45 feet in length can be transported on a ship's deck complete, and ready for immediate use on arrival.
The above may be used for conveying passengers, carrying cargo or as tugs.
The total working expenses of a steamer 43 feet long, amount to 15 shillings a day in England; the consumption of fuel being about 6 cwt., and a man and a boy the crew required.
Paddle and Screw Steamers specially designed for river navigation, having a very shallow draught of water.
Machinery supplied for boats built abroad.
YARROW & HEDLEY,
Engineers and Builders, Isle of Dogs, Poplar, London
Prospectuses can be obtained at the Office of this Journal. A26i 358 Feb. 25

CAUTION.
BETTS'S CAPSULE PATENTS are being infringed by importation of Capsules made in contravention of his rights, which necessarily are numerous, BETTS being the original Inventor and Sole Maker in the United Kingdom.
1, WHARF ROAD, CITY ROAD, LONDON, AND BORDEAUX, FRANCE.
A13i 1449] [Aug. 28

FURNITURE, CARPETS & BEDDING.
An Illustrated Furniture Catalogue
Containing nearly Six Hundred Designs, of every description of Furniture, faithfully drawn from our own Stock will be forwarded gratis, or may be had at the office of this Journal, on application. All Orders for Export carefully packed in damp-proof cases, and shipped without delay, at a charge of 10 per cent. on amount of order.
Remittances in advance to be sent direct to London, crossed London and County Bank, or made payable at London Agents of remitter.
LEWIN CRAWCOUR & Co.,
UPHOLSTERERS AND CABINET MAKERS;
73, 75, and 81, Brompton Road, London.
Established 70 Years.
N.B.—Every description of Merchandise supplied on the most liberal terms.
A26i 81] [Jan. 14

DOOR AND WINDOW HEADS,
AN UNRIVALLED SUCCESS.
CHEAP, ELEGANT, EVERLASTING.
The attention of Architects and Builders is called to these Beautiful Designs, which, being of Iron, are superseding the use of Wood and Stone.
A variety of Patterns has been prepared and a Stock of elaborate Castings kept ready for immediate shipment.
Full particulars or Designs may be obtained on application.
NEWTON, CHAMBERS & Co., Thorncliffe Ironworks, near Sheffield, England. [A26i 1444 Mch 1

JOYCE'S SPORTING AMMUNITION.
Established 1820.
FREDERICK JOYCE & Co.
INVITE the attention of Sportsmen to the following Ammunition, of the best quality, now in general use throughout England, India, and the Colonies.
JOYCE'S TREBLE WATERPROOF CENTRAL FIRE PERCUSSION CAPS.
Chemically-prepared Cloth and Felt Gun Wadding, Cartridge Cases of Superior quality for Breech-loading Guns, Wire Cartridges for killing Game at long distances, AND EVERY DESCRIPTION OF SPORTING AMMUNITION.
Sold by all Gunmakers and Dealers in Gunpowder.
FREDERICK JOYCE & CO.,
Patentees and Manufacturers,
57, UPPER THAMES STREET, LONDON.
A13i 1451] [Aug. 28

NOTICE.
MORSON'S.
EFFECTUAL REMEDIES
Are sold by Chemists and Druggists throughout the World.
INDIGESTION—The popular and professional medicine is MORSON'S PEPSINE, the active digestive principle of the gastric juice. In Powder, Lozenges, Globules, and as Wine.
CONSUMPTION—One of the greatest results of the chemical progress is the adaptation of the active property obtained from the Pancreas, and prepared as MORSON'S PANCREATIC EMULSION and POWDER. It enables the weakest stomachs to assimilate animal fat and oil, so essential to the constitution.
CHLORODYNE—MORSON'S celebrated Anodyne is now being supplied to the public.
GELATINE—The purest preparation of this nutritious agent extant is MORSON'S.
All the above are carefully packed and shipped to orders, which must be made payable in England.
Sole Manufacturers,
THOMAS MORSON & SON.
Medallists and Jurors at all the Great Exhibitions,
31, 33, & 124, Southampton Row, Russell Square, London.
A26i 1023] Works—Hornsey and Homerton. [June 17

IMPORTANT NOTICE.
WINES AND SPIRITS.
TOD-HEATLY & Co.,
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Callao, Araucoa	Peru. sh	1040	Order	
Concepcion, Tuton	Span. bk	793	J. J. dos Remedios & Co	
Constance, Schroot	Ned. bk	350	Siemssen & Co	
Hieronimus,	N. G. bk	282	Chinese	
Jules Defaure, Bowyer	Fren. bk	430	Landstein & Co	
Linga, Friaux	Fren. bk	390	F. Degenaer	
Marie Alexandrine, Billy	Fren. bk	302	Captain	
Papillion, Levequo	Fren. bk	458	Jardine, Matheson & Co	
Peru, A. Basagoeti	Peru. sh	594	Captain	
Santa Sancha, Farache	Port. b	311	Order	
Spark, Wilson	Amer. str	[illegible]	A. Heard & Co., Agents	Laid up
Spec, Graves	Amr. str		A. Heard & Co., Agents	
SWATOW. *In port on 8th November, 1871.*				
Chow-fa, Habakost	Brit. bg	269	Dircks & Co	Bangkok
F. Moombarruck, Schutze	Brit. bk	356	Dircks & Co	Saigon
Friso, Mulder	Ned. bk	472	Dircks & Co	Singapore
Kronprindsessen, Mogensen	Dan. bk	313	Dircks & Co	
Lord of the Isles, Petrie	Brit. sch	317	Bradley & Co	Shanghai
Marie, Harvent	Fren. bk	250	Bradley & Co	Singapore
Mary Edey, Flindt	Brit. bk	336	Dircks & Co	San Francisco
Resolution, Garner	Siam. sh	816	Chinese	
Success, Thomsen	Siam. bk	393	Chinese	Singapore
Suwa, Kuhn	N. G. bk	280	Dircks & Co	Saigon
Taikun, Hollor	N. G. bk	355	Dircks & Co	
Uranos, Berg	Nor. bk	488	Dircks & Co	
FOOCHOW. *In port on 8th November 1871.*				
Albatross, Vanelius	Nor. bk	223	Captain	Amoy
British Empire, Rowe	Brit. bk	483	Chinese	Shanghai
Edwin Bassett, Dickinson	Brit. bk	413	Chinese	Shanghai
Inc, Bauman	N. G. bk	312	Siemssen & Co	Falmouth
Pallas, Luders	N. G. bk	256	John Foster & Co	Shanghai
Velox, Christiensen	N. G. bk	810	Captain	Shanghai
SHANGHAI. *In port on 9th November, 1871. The names of the numerous steamers, tugs, small craft and receiving hulks employed in the Yang-tsze are not included in this table.*				
Adam Sedgewick, Hamon	Brit. bk	438	Little & Co	Foochow
Adele, Mills	Amr. sch	387	Frazar & Co	New York
Ailsa, Russell	Brit. sh		Jardine, Matheson & Co	
Borealis, Beard	Brit. sh	920	Frazar & Co	
Clara, Stearman	Amr. sch	102	Order	
Cleta, Middleton	Brit. bk	519	Olyphant & Co	New York
Claro Babuyan, Holmes	Brit. bk	357	Frazar & Co	London
Dashing Wave, Lawrence	Amr. sh	1054	Olyphant & Co	
Ellen Munroe, Norcross	Amr. sh	1315	Frazar & Co	
Emma Augusta, Gilman	Amr. sch	234	Chapman, King & Co	
Etha Rickmers, Fredrich	N. G. sh	980	Olyphant & Co	
Glarus, Christiansen	Nor. bk	212	Order	
Harmon, Hatling	Brit. bk	815	Frazar & Co	
Havilah, Robertson	Brit. bk	495	Aug. Heard & Co	New York
Her Majesty, Aldridge	Brit. sh	1112	Chapman, King & Co	London
Island City, Brown	Brit. bk	420	Frazar & Co	
J. H. Jessen, Carsten	N. G. bk	276	Wm. Pustau & Co	
Jan Peter, Molson	N. G. bk	335	Wm. Pustau & Co	
Jessie Leavitt, Mendrich	Brit. bk	492	Little & Co	New York
Katharine, Gerstcaberg	Dan. bk	314	Wm. Pustau & Co	Chefoo
Lady Louisa, Marsh	Brit. bk	542	Little & Co	New York
Lass of Gawler, Dixon	Brit. bg	223	Master	
Lightfoot, Cornwell	Brit. bk	574	Olyphant & Co	
Martha, Hage	N. G bk	221	Schellhass & Co	
Malvina, Dies	Rus. sh	637	Frazar & Co	
Midnight, Brock	Amr. sh	998	Olyphant & Co	New York
Polar Star, Barber	Brit. bk		Jardine, Matheson & Co	
Record, Simpson	Brit. bk	437	Frazar & Co	San Francisco
Seamen's Bride, Andreasson	Siam. bk	814	Order	Bangkok, &c.
St. Philbert, Mabor	Fren. bk	412	J. S. Baron	
Thos. Wood, Gilbert	Brit. bk	520	Bourjau, Hubener & Co	
Victoria Nyanza, Jones	Brit. sh	1022	Frazar & Co	London
YOKOHAMA. *In port on 2nd November, 1871.*				
Costa Rica, Williams	Amr. str	1917	P. M. S. S. Co	
Emperor, Preble	Amr. str	250	Walsh, Hall & Co	
Godavery, Fouche	Fren. str	1000	Messageries Maritimes	
Oneisa, Morton	Brit. sh	1317	P. & O. Co	
Oregonian, Dearborn	Amr. str	1616	P. M. S. S. Co	
Ottawa, Heckin	Brit. str	1115	P. & O. S. N. Co	
Wanja, Gooner	N. G. bk	245	P. M. S. S. Co	

Printed & Published for the proprietor, by W. H. BELL, Wyndham-Street, Hongkong.